

CSCC, SCCA RACE FIELDS SET

See Page 1

MOTOR RACING

Vol. 1—No. 16



Los Angeles, Calif.

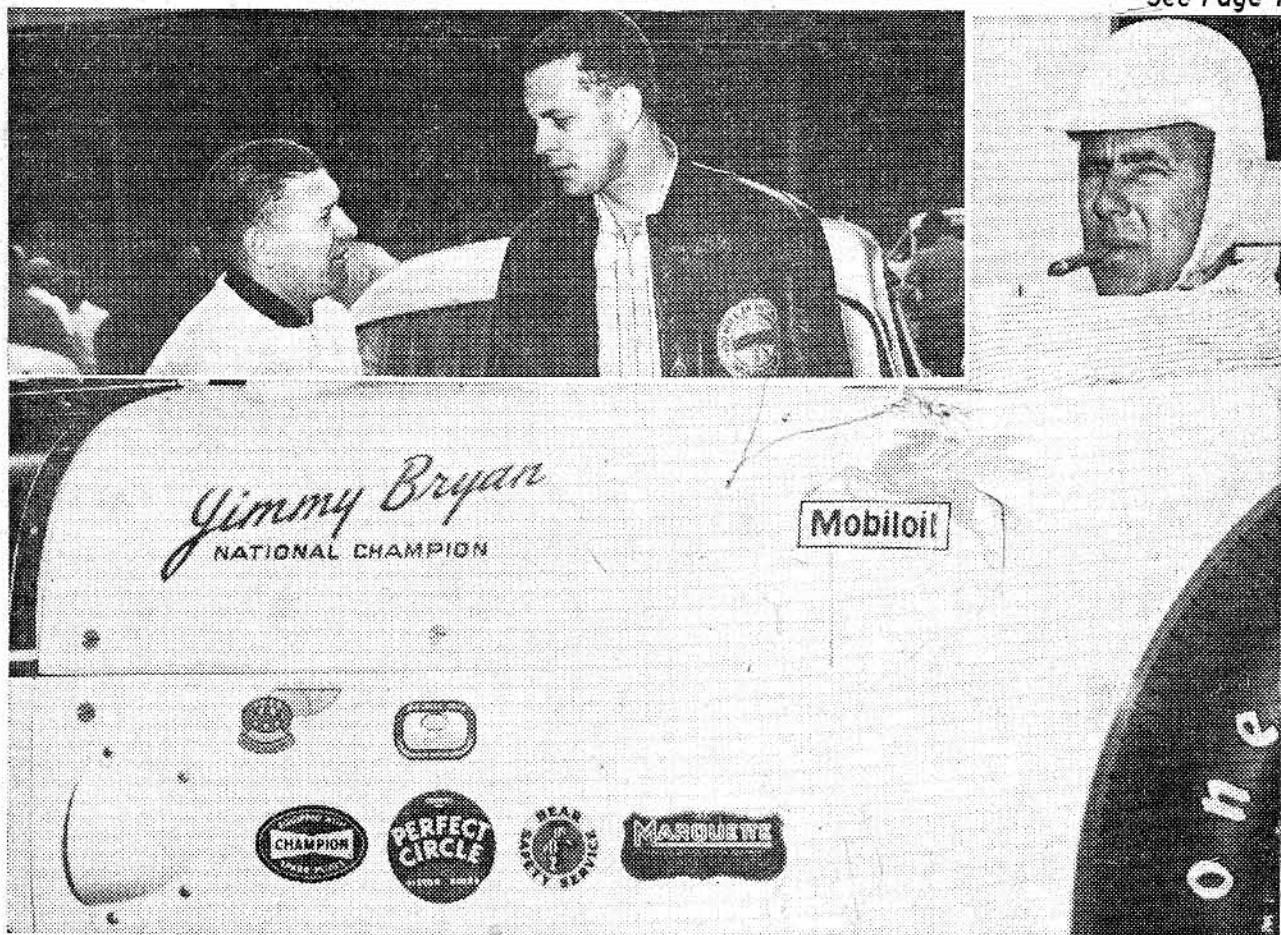
(Published Bi-weekly)

May 18-25, 1956

Price 10¢

BRYAN PICKED TO WIN 500-MILE INDY RACE CLASSIC MEMORIAL DAY

See Page 1



CIGAR-SMOKING Jimmy Bryan, of Phoenix, behind the wheel of the Dean Van Lines Special in which he won the 1954 National AAA championship. Jimmy is one of the favorites in the 500-mile classic at Indianapolis May

30 and is the choice of Maury Powell of MOTORACING. He'll be driving again for Al Dean, of Palos Verdes. Inset shows Troy Ruttman, Lynwood (right), tabbed to finish second by Powell, and Tony Bettenhausen, 4th pick.

ERNIE McAFEE STORY BEGINS

See Page 4

NEW INDY SPEED HIGH DUE



Vol. I—No. 16

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TOP FATHER-SON combo in road racing consists of Lou Brero, Arcata, Calif., lumberman (right), and his son, Louis, Jr., shown tuning up the big Cad-Kurtis which the elder Brero drives this weekend at Santa Rosa races. He is one of the favorites. The youngster has been doing well since turning to 500cc racing.



RACE CAR BUILDERS Eddie Kuzma (in front with "T" shirt) and Frank Kurtis exchange ideas and check plans of new race machines. The Indy 500-mile racer is the modified Kuzma-built Dean Van Lines Special which he rebuilt in Los Angeles. Note external pod for the oil reservoir and the faired-in headrest and roll bar. This is the car to be driven by Jimmy Bryan, and is tabbed by MOTORACING'S Maury Powell to win the Memorial Day classic.

BRYAN 1956 500 VICTOR, SAYS POWELL

By Maury Powell

THE CAR that rolls into fabled Victory Lane following the 1956 Indianapolis 500-miler, the 40th annual international sweepstakes classic, May 30, will be a cleverly-engineered, lightweight, roadster-type creation steered by a youthful hunk of manhood of Western origin.

Its mechanic will be a youngish chap capable of assembling and disassembling its four-bang-

(Turn to Pages 6-7 for Additional Indy data, pictures)

er Meyer-Drake mill in his sleep — he's that intimate with the double-overhead-cammed power plant. He, too, will be a Westerner.

And the guy who picks up the tabs fits into this scene insofar as the age and geographical items are concerned.

In case this Alfred Hitchcock-type suspense is getting you — we'll disclose our nominee for the Indy gold and glory forthwith:

Jimmy Bryan, driver; Clint Brawner, chief mechanic; Al Dean, car owner; Dean Van Lines Special No. 2, Eddie Kuzma, builder.

A TOP TEAM

We've watched the inner workings of this team for several seasons now at the "brickyard," and at various dirt-track 100-milers — and they're tops from every aspect.

The 6 ft. 1 in., 190-pound Bryan, who received his racing baptism in Arizona's cactus country, has the edge on quite a few rivals, if only because of his mechanical aptitude. He does little else during the off season except build up custom engines. Racing is his business; he's a cool, calculating robot behind the wheel and if he has any fear at all it's snowed under his eternal desire to be the first to see the checkered flag flutter and first up at greenback-distribution time.

He almost won the 500-miler in 1954 and if he'd had roadster machinery anywhere near equal to the late Bill Vukovich's Fuel Injection Special instead of a dual-purpose job that all but shook to pieces under the pounding he gave it, perhaps the record books would have read differently. Bryan emerged from that scramble almost a pulverized human — only a man in his robust condition could have withstood the jarring brought about by broken shocks and frozen wheel bearings.

RECORD UNPARALLELED

His torso was numb for months afterward, but his share of the (Continued on Page 2, Cols. 1-2)

LOTS OF WATER, MAC

At road speeds of 60 miles per hour, about 3000 gallons of water are circulated through the average automobile radiator per hour.

Bakersfield, Santa Rosa Races This Week-End

BAKERSFIELD, May 16—This city becomes the sports car racing capital of the West over Saturday and Sunday (May 19-20) as some 200 drivers convene for the Bakersfield sports car road races.

Action in the two-day event, co-sponsored by the California Sports Car Club and Kern County Sports Car Club, is set at Minter Air Field, 12 miles north of Bakersfield just off Hiway 99. Competition begins at 12 noon each day.

Officials have laid out a 3.2-mile road course which should enable the drivers to hit speeds of more than 160 miles an hour on straightaways.

The field includes such stand-out pilots as Pearce Woods, Bill Pollack, Ken Miles, Richie Ginther, John von Neumann, Bill Murphy and Tony Settember.

More than 25 makes of cars will be in the action, including high-powered Ferraris, Porsches, Lotuses, Jaguars and a Buick-Kurtis.

BIG RACE CARD

There will be nine events on the schedule Saturday, with six programmed for Sunday.

A Victory Banquet is programmed on Sunday evening following completion of the two-day schedule of action.

Miles, virtually unbeatable in his MG Special, drives a Porsche-Spyder, in the under-1500cc race, a one-hour whirl.

Bill Pollack, another well-known pilot, handles an Alfa Romeo Giulietta.

PRO DRIVERS RACE

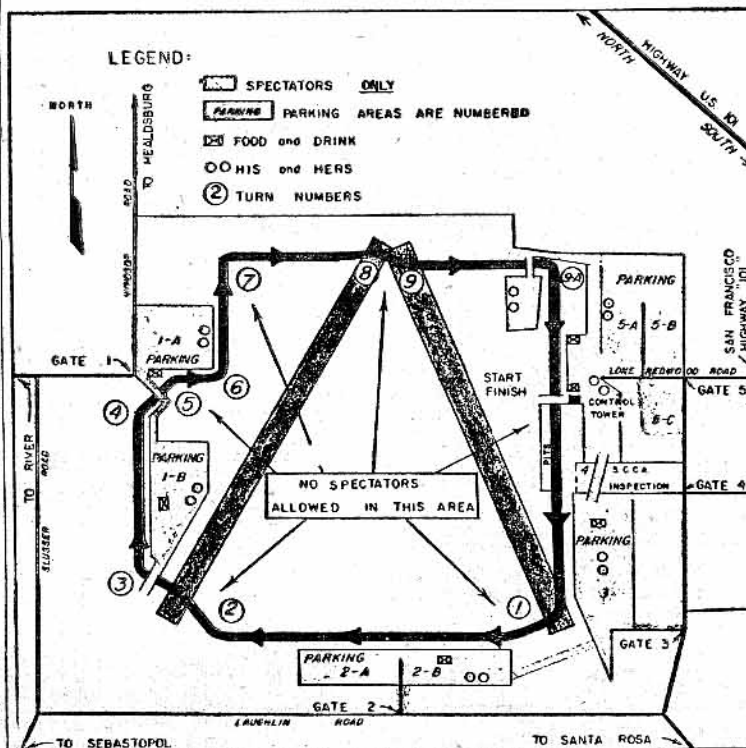
Jim Reed, Peekskill, N.Y., one of the nation's top stock car pilots, drives a 1956 Corvette in the special Corvette vs. Thunderbird (Continued on Page 3, Col. 3)

SANTA ROSA, May 16.—Nearly 150 sports cars will compete in the second annual Rose Festival Road Race at Sonoma County Airport Saturday and Sunday, May 19-20. Eight races are set for the 3.1-mile course, a few miles north of here.

The main event, the 100-mile California Grand Prize Race, promises to be a battle between several top California drivers. Sterling Edwards, San Francisco, who lost out on a win last year because of mechanical failure, (Continued on Page 3, Col. 3)

★ ★ ★

3.1-Mile Santa Rosa Course



KEN MILES
Threat at Bakersfield



Moss Wins Monaco Grand Prix

By Henry N. Manney III

MOTORACING Staff Correspondent

MONTE CARLO, Monaco, May 14 (By Trans-Atlantic Telephone) —Stirling Moss, 26-year-old British driving phenom, led from start to finish in a 3-liter Maserati to win the 14th Grand Prix of Monaco here yesterday.

He thus broke the impressive string of victories recorded so

far this season by Ferrari. It was the first time a Britisher had won this classic through the hilly, sinuous streets of this tiny, sun-baked principality, only recently recovered from the marriage of Prince Rainier and Grace Kelly.

Second, less than one lap behind, was Juan Manuel Fangio of Argentina, the world's champion, in a Ferrari. Jean Behra of France, was third in a Maserati, followed by Eugenio Castellotti of Italy, the recent Mille Miglia victor, in a Ferrari.

65.32 MPH AVERAGE

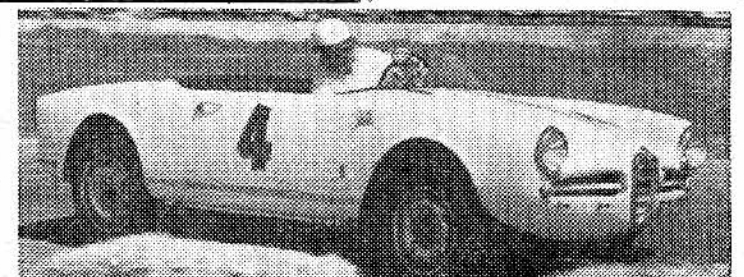
Moss covered the 100 laps (314 kilometers, 500 meters, or 195.6 miles) in 3 hours, 32.9 seconds. (Continued on Page 4, Col. 5)

McAfee Story Starts—Pg. 4

The Life Story of Ernie McAfee begins on Page 4 of this issue of MOTORACING. Read how the late famed sports car driver started working on cars before he was in his teens.

And turn to Page 11 for the second installment of Challenge of the Century, which tells of the ills besetting racing and how they can be cured.

Exclusive features in MOTORACING.



BILL POLLACK
Races Alfa Romeo Giulietta in CSCC whirl.



Racing Pow-Wow

By Maury Powell

PREDICT VUKIE'S 130.840 MPH
RECORD TO FALL; 133-PLUS DUE

(Continued from Page 1)

car's \$35,884 for second was a soothing salve.

Bryan won six dirt track 100-milers in 1955 after capturing five of them in 1954, a consistency record unparalleled in AAA racing history.

Only two previous Indy winners are entered—Johnnie Parsons, who won in 1950 with the Wynn's Friction Proofing Special, and Troy Ruttman, 1952 victor.

Of the two, we tab Ruttman for second money because of the tremendous drive this youngster has, his keen ability mechanically and his analytical mind in sizing up the potentialities of rival pilots. He's back in excellent physical and mental form following a slight letdown brought about by his sprint car mishap in Cedar Rapids, Ia., shortly after his 1952 win, when it appeared that his broken arm wasn't going to mend properly.

Ruttman pilots the John Zink Special that carried Bob Sweikert to last year's win. And the Lynwood leadfoot has fallen into extremely good fortune by inheriting Jim Travers and Frank Coon as his mechanics since Keck withdrew. A new Zink auto will be steered by red-haired Pat Flaherty, thus uniting under the same banner rival hot-rodders in Southern California about 10 years ago. Flaherty now resides in Chicago.

Flaherty's wrenchman is popular A. J. Watson, Gasoline Alley's enigma who somehow manages to keep himself and his attire GI-inspection clean despite tons of oil and grease around him.

Watson has worked with Hollywood's Mike Scott and Jack Sutton in building a super-lightweight body using magnesium to a large degree.

FLAHERTY TABBED FOR THIRD PLACE

We like Fearless Flaherty for third money, believe it or not!

That old warhorse of the smokepaths, Tony (My head says no, but my foot says go; it's later than you think!) Bettenhausen, is our choice for the fourth hole. Tony's back with Murrell Belanger and told us at Phoenix that they've cooked up some super-goodies with Chief Mechanic Tiny Worley.

The Tinley Park (Ill.) Terror was 1951 AAA National Champion, winning eight 100-milers that season. But anyone who thinks Tony's unable to handle the asphalt activity has another think coming. His second-place finish last year, albeit with an assist from Paul Russo, was proof positive.

Likeable Freddie Agabashian's our guess for fifth in one of the two Federal Engineering Offys, going teamed with Bob Veith. Both are graduates of a pretty fair country outfit—Bay Cities Racing Association (BCRA) operating chiefly in Northern and Central California.

Poor luck has hounded Freddie's chances for the past several years. While we're placing him fifth, he could take the jackpot with an assist from Dame Fortune. He was fourth in 1953 and sixth in 1954 in his top "500" efforts to date.

We're guessing that one of the revamped Novis will haul down sixth loot. At this writing no driver has been assigned (publicly, at any rate) to either machine, but Jimmie Davies of Pacoima looks like a good bet to handle one of the luckless monsters for Owner Lew Welch and Chief Mechanic Jean Marcenac.

Kurtis and his crew have converted the Novis into rear-drives and have shaved the weight plenty to about 2000 lbs. complete. Marcenac's dyno gauges have been merrily charging up between 575 and 625 hp. readings with the late Bud Winfield's V8 creations, thanks to supercharger improvements and other factors. It's an old song—but "this could be the Novi year."

Skimming the other berths, we look for Johnnie Parsons to nail seventh in a Kuzma-built, Frank McGurk-tuned beauty; Johnny Thomson eighth in a Pete Schmidt entry; Sam Hanks ninth with the Jones and Maley machine; and Seattle's Cactus Jack Turner to bag rookie laurels in the Ernie Ruiz Travelon Trailer Special.

JIM RATHMAN LONG SHOT CHOICE

Stabbing the remainder for long-shots, we spot Jim Rathman in the Lindsey Hopkins Special and Johnny Boyd in the Bignotti Special.

At this point, we take cognizance of our omission from the first 10 of last year's winner, Bob Sweikert. He's now with a new stable, the D-A Lubricant outfit, and we just have a hunch that Bob, like most other previous winners, may find a repeat tough to score.

As usual, virtually every car of consequence will be powered with the 4-cylinder Meyer-Drake "Offy." These reliable racing workhorses have stood the acid test, but what does a custom engine like that mean to the general motoring public?

Exactly nothing, and that might be one of the reasons for Indy's rumored declining attendances.

Only power plants breaking the monotony this year are the blown Novi V8s, the experimental 6-cylinder Bardahl Ferrari which failed to show up last year but is now re-entered with Giuseppe Farina, and the 8-cylinder hodge-podge of assorted stock, semi-stock and Lord-knows-what-else parts in Lindsey Hopkins' Motor Racers Special.

Even the few gamblers who tried blown 183 cu. in. Offices instead of the faithful 270 in past years have tossed in the towel.

There's little doubt the speeds will be hiked for qualifying and the 500-miler, too, barring too much yellow-flagging in the latter. Vukie's winning time for 1954 was a record 130.84 mph. We think

(Continued on Page 6, Cols. 1-2)



JOHNNIE PARSONS
Tabbed for 7th Place

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LETTERS

to the Editor

COVERAGE WELL DONE

I would like to take this time to tell you that I think that your coverage of everything about sports cars is very well done.

Having had a radio program on the local station KXXI, called Sports Car World I have some idea of the difficulties that come up in trying to report on the races, etc. Keep up the good work but would like to see more coverage on the activities in Northern Calif.

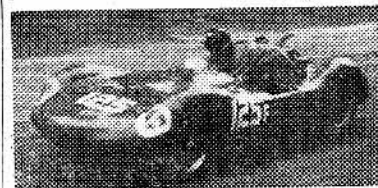
Bob B. Baird,
Carmel, Calif.

(Editor's Note—We hope soon to have more No. Calif. and national coverage—even International. We're growing FAST.)

ATTENTION, SIR LAURING

I think it necessary to answer and correct Mr. Art Lauring's comments in the Checkered Flag column in the May 4 MOTORACING in regards to Pete Lovely's famous Pebble Beach finish in his Pooper. Either Mr. Lauring wasn't there, got his facts wrong or he just doesn't think straight. Sounds like a little of all three. I watched, photographed and timed Pete during the whole under 1500 semi-main from the vantage point of rough turn six. At no time after the foot linkage trouble did he remove his right hand from the wheel! He operated the rear carbs and gear shift alternately with his left hand. As the handcar was a right-hand drive, Pete would have had to be a contortionist to reach across himself to shift!

Sir Lauring objects to the fact that Lovely drove one-handed. I wonder how Mr. Lauring figures the other hundred drivers shifted up and down through the curves—did they sprout a 3rd arm to shift with?—and "Sunday Drive" two-handed through those curves?? Sounds like no thinking again. Enclosed is a self explanatory picture of Lovely.



As for endangering other drivers and spectators, that's Hog Wash! Pete's time dropped from 1 min. 45 sec. to 2 min. and over after the foot linkage trouble. Two min. is a 60 mph average, which is just crawling for the Pooper. Pete was going so slow he watched to the rear as much as forward and politely and SAFELY moved over for passing cars. That's why he wasn't black flagged and won the Sportsmanship Award. I was perfectly safe standing on the hay bales on outside of curve 6 when photographing Lovely.

What's the matter with Lauring—Is he among those who "resent" sports cars? From the "tone" of his column he sounds a "sour grapes" note.

I resent misleading news articles and columns that hurt a grand sport—so this answer was necessary for my peace of mind.

R. W. Conant
Reno, Nevada

WORD FROM SCODA

Thanks for the mention of our \$4000 purse races at Raleigh, N.C. and Martinsville, Va. Just in case you plan to have one of your representatives cover the events the dates are June 2 and 3. Raleigh an evening show and Martinsville an afternoon show.

SCODA plans at least 15 events for the 1956 season and just as soon as negotiations are complete will air mail the information from this office to you.

NOTE FOR THE DUKE

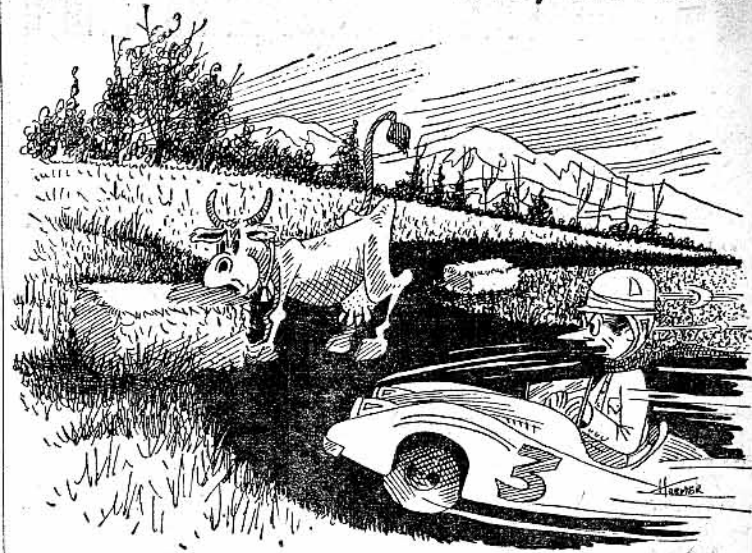
I have often wondered, if you have ever wondered why some sports car manufacturer doesn't take the "positive approach," consistent with safety on the "course" of hiway, regarding the symbol of our sport—namely—the knock-off (or on) hub cap. This approach could be made in the form of reversing the direction of the inscribed arrow and labeling it "DO."

Chuck Manning
Los Angeles 45.

LAUDS TRAGEDY COVERAGE

I thought your handling of the Ernie McAtfee tragedy was excellent, both in the feeling and pathos of the thing, and the accurate covering of what

SPORTS CAR-TOON ... by Bill Harmer



THE DUKE WONDERS...

IF SCCA officials realize that the small entry for their Ensenada rally was the result of a boycott instigated by the small clubs in the otherwise powerless Sports Car Council?

What production (!) MG driver is going to get a bomb dropped on him the next time he shows up in the winner's circles?

Whether certain pilots among racing's also-rans know there is a regulation already on the books that could gain them a first-place trophy if they knew how to use it?

What local aficionado, with a reputation for being a muy sharp cookie, was taken for a patsy on an engine deal with a European factory?

If one of the clubs has any indication of the hot blasts it will get when it announces "plans" for a new track?

Why a local distributor went to New York, harpooned another L.A. distributor and got nowhere but fast trying to glom on to his rival's franchise?

If the Napoleonic would-be czar of racing here knows that the wire services carried a story out of Mexico confirming the south-of-the-border race, which he publicly proclaimed could not be attributed to any officials (Ha!) of the club he dominates from stem to stern?

What race official is beaming broadly because HIS press agent (yes!) now mentions his name in the first paragraph and from three to four times thereafter to the exclusion of the race chairman, who is the one who should be quoted in race stories?

How many people know that the builder of a special, which will go at Bakersfield, has been offered 1,000,000 clamolas to put the bomb into production if it can take a class win in a specific midwestern event?

How much longer that certain Phoenix hardtop driver will delude himself into thinking he stands a chance of becoming NASCAR rep in Arizona?

Why everybody's kept clammed up over the fact that a car belonging to one of the cash-tainted group, who was reportedly given the harpoon at Nassau, finished in the money at that race?

Whether others appreciate the humor in the blasts at this publication being handed out by a writer who has copied the style of this column?

Why no one has pointed out to Triumph enthusiasts that the only TR-3 left following Warren Frinchaboy's accident at Pebble Beach was a non-factory tuned demonstrator?

If the race sans entry fee being discussed by the National Sports Car Drivers Association will ever get beyond the chit-chat stage?

If the \$1300 Lloyd, soon to be imported by Johnny Williamson, can provide any real competition for other well-established economy cars?

If the RRR's membership is happy with the payoff setup that somehow always seems to favor the under 1500cc category.

What car owner, who was bounced from the ranks of the alleged amateurs with much hoop-de-la, was button-holed by a high club official and asked if he would compete again and not use the professionally tainted bomba? (He said no.)

happened, including the drawing of the curve.

They lent me a Corvette last weekend and I had a lot of fun with it. I was very tickled with the rig, and were I to buy a sports car I think I would like one. I liked particularly the nice high gearing of 1st and 2nd speeds in their new stick shift box. Also the surge when you depress the old gas pedal. I also like the feeling of sailing along at 72 mph with just 3000 rpm showing on the tach. I couldn't find the road to surge it from there to 100 mph, but since 3000 rpm was near the torque peak, it would probably do it rather quickly.

Weekend before I had a Dodge D-500 which also pleased me. This rig clocked 0 to 60 in 8 seconds flat time after time. The Fury I tried out did it in 9 seconds and so did the Chrysler 300-B. It tracked and cornered well

with that flat, safe secure feeling you get in a sports car. It didn't feel as nimble and quick as a sports car, and the terrific acceleration wasn't very noticeable while driving—just a gentle nudge in the back. You had to scan the instruments to find out what you were doing. But I am very pleased to see U.S. manufacturers putting out cars like these and a true sports car like the Corvette.

Robin Kinkead
San Francisco, Calif.

FAVORS LIVE NEWS

I think MOTORACING is tops in its field. I'm a newspaper photographer by profession and appreciate the news before it's six months old, as is the case with many sports car publications.

John LeBaron
Santa Rosa, Calif.



Vignettes

by Gus V. Vignolle

ABOUT MILES, CAL CLUB'S PRO RACES AND SUNDRY NOTES

THERE IS so much cooking in this issue, what with this being a Special Indianapolis Edition, Bakersfield and Santa Rosa coming up, Henry Manney TELEPHONING us from SWITZERLAND with the Grand Prix of Monaco results and many more advertisers coming in the fold, that it prompted Jake the Well-Known Printer to yodel up to me keep the column short.

He said there was no room for the Classified Ads, and in newspaper parlance this is a "must," because paid copy has to go. You can't trim ads. Jake further said he had placed the Classified Ads on Page 3, Columns 1-2. So-o-o-o, he added, keep those blasts short and sweet. Will do.

The Ken Miles deal first. The SCCA menagerie voted, 57-47, not to reconsider inducing National to take the guy back in. Twenty-five didn't vote at the closed meet.

They boiled and parboiled the Limey. The joker who sent out a letter belling Miles might be interested to know that it wasn't Miles alone who inflicted so much mayhem on the SCCA during the two years he was prey of the rival CSCC.

THIS GUY WAS REALLY CAGEY

There was another egomaniac on the latter club—in reality he runs the show—who threw 1000 more harpoons at the SCCA by devious ways. Not just popping off like Miles. This guy's real cagey—much too smart for that. This Caesar could grab a course and dates from right under the snout of the SCCA. Oh, he's a cutie.

But Miles was the fall guy... a Mephistopheles... so he got the boot. This same Caesar, by the way, used to pat Miles on the back—to find the soft spot for the knife! THIS I KNOW.

Chuck Eastman hit it when he said, "SCCA can certainly mature somewhat beyond this rather childish, fault-finding routine." From National SCCA (David R. Allen): "The Petition (to roust Miles) was influential since it expressed the wishes of a good share of the membership of the Los Angeles Region."

Some 60 signed the thing. Does anyone know what the local membership is? Let me out of this miasma—it's tough breathing.

Now for the true-blue Cal club and its Bakersfield Corvette-TBird race for PROFESSIONAL DRIVERS.

"Doc" Hoppe summed it up neatly in her pillar, to wit: "Not so long ago, both major So. Cal. sports car clubs cautioned members against racing in any event in which pros participated, threatening a one year's suspension... Furthermore our understanding is that the sponsoring club is collecting an entry fee from the pro entrants. My my, how things have changed."

So this is what some ignoramus labeled a "Gentlemen's Sport."

Bah, humbug!

More nifties in the next issue...

PISTONOTES—Alex Xydias passes the word he's got some terrific racing film now at Western Theater. Hurry, hurry! ... Quite a thrill for our Anne Evans (and us, too) when Henry Manney got on the tube from Switzerland with his report on the Monaco Grand Prix... Read his story on Page 1.

CLASSIFIED

WANT to sell that car? Looking for a bargain? Something to trade? Services to offer? Looking for a ride? Most inexpensive way to advertise in MOTORACING for best results is in the Classified Column.

Rates are 10 cents per word. \$2 minimum per ad. CASH must accompany all orders. Copy 10 days in advance of publication date. Next issue dates June 1-8.

MOTORACING, 8826 Sunset Blvd., Los Angeles 46, Calif. CRestview 6-7165

FOR SALE

NEARLY COMPLETE MG Special, 1496cc. Full factory modifications including full cam, tuned exhaust. Ported, polished 10.5-1 CR. Special radiator, oil cooler. Fiberglass body, unfinished and partially mounted. Best offer over \$1000. Al Blanchard, 2339 Bada St., Los Angeles 31, CA 2-5413 after 5 p.m.

8x10 PRINTS AVAILABLE, order only, of any of the Jimmy Dean pictures which have appeared in back issues of MOTORACING. \$1 each. Send to Box D, MOTORACING, 8826 Sunset Blvd., Los Angeles 46, Calif.

1931 AUSTIN COUPE No. 24 that ran at MGCCA English Trials wishes to retire, would appreciate any photo of this event. Will gladly pay for photos or negs. Bob Miller, 6048 Hubbard St., Los Angeles 22, RI 7-4235, days—FA 8-6654, eves.

FORMULA III CAR—Cooper Mk V J.A.P. Special lightweight trailer, many spares. Excellent condition. A. Kleinberg, Jr., 444 39th Avenue North, Seattle, Wash. Capitol 5432.

'53 SWEDISH VOLVO 2-dr. 1700 miles, dual carbs, headers. Loaded with extras. Never raced. \$1500. G. T. Sherrick, 7542 Bloomington, Burbank, Calif. Ph. CH 7-5472.

GEORGE BEAVIS' No. 10 chassis, body and suspension. \$750. Other chassis frames available on request. 11740 Long Beach Blvd., Lynwood, Calif. NEWmark 2-3661.

1955-4.5 COUPE FERRARI. The latest Farina body style. Lots of spare parts. One of the few in the world. \$9250. Box C-2 Motoracing.

REGULAR XK120 Jaguar roadster with D-type engine. Lots of spare parts. Only one like it in the world. \$4000. Box C-2 Motoracing.

MONDIAL FERRARI, 1954, 2 liter. All spare parts go with it. Top condition. \$6850. Box C-2 Motoracing.

NEW MODEL 4.1 Coupe Ferrari. Ghia body loaded with spare parts. \$6200. Box C-2 Motoracing.

KURTIS (Ex Bill Stroppe) 87" wheelbase. New super sport tires. Aluminum body, quick change rear end, leather interior. \$2200 less engine.

AARDVARK Panhard. At my age it is no longer possible to drive and maintain two cars. Two engines, two transmissions, two frames, extra Amal carburetors, 13 wheels, most fun per racing dollar available anywhere. \$2000. John Porter, 16 Harbor Island, Newport Beach, California, Harbor 2384. Remember, A Little AARDVARK never hurt anyone.

FERRARI 4.1, Mexico Vignale coupe \$6800. Will accept trade. Wm. G. Infantino, 106 Elmwood Ave., Buffalo 1, N. Y. GA 9846—EL 0855.

CLEAN '51 Jag roadster. Private party—never raced. \$1400. Jim Fox, 7270 Woodrow Wilson Dr., Hollywood. HO 3-4133.

SINGER—LATE '53 DUAL. Tops mechanically. Recently balanced, chopped flywheel, racing cam, minor goodies. Needs \$75 body work and paint. Never raced (successfully). \$400. POplar 6-2325.

PORSCHE SPYDER, 1956, latest model, big brakes, etc. 3000 miles, one race, immaculate, like new. Sell, trade on touring car. Johnny Hudson, 812 Sixth, Bremerton, Washington, ESsex 3-1191, ESsex 3-3747.

FIVE CHANGEOVER 5.50 X 15 Dunlops \$100. Write Box X MOTORACING or call CR 6-7165.

LOTUS-CLIMAX. Delivered November, 1955, 4 firsts, 2 seconds. Class G, in 7 starts. De Dion rear end. Turbo-finned brakes. Borrani wheels. Arrival of '56 Lotus forces sale. No reasonable offer refused. Ready to race. Entered Bakersfield, Freutel, SY. 9-5512 or MI. 2611.

MG SPECIAL (ex-Barlow Simca). Dietz body. Borrani wheels. Special competition engine as in Miles car. Ready to race. Entered Bakersfield, Freutel, SY. 9-5512 or MI. 2611.

2-LITER 4 cylinder Mondial Ferrari engine. \$2200. Box C-2 Motoracing.

MISCELLANEOUS

SPECIAL, LIMITED AMOUNT—I will send you all back issues of MOTORACING when you subscribe for 3 years at \$5—Have only a limited number so hurry—Write Box S, Motoracing.

RENAULT OWNERS—Join the Renault owners club now—meetings, rallies and tours. We have 15 in club now—call OR 4-5643 Mr. Fred Maupin—Write 10419 Burl Ave., Inglewood or Box R—Motoracing.

SERVICES

EVER HAVE an idea you wanted made into a cartoon?—We do it, any size./ Write details to Box CT, Motoracing. Reasonable.

North Races Slated Sunday

(Continued from Page 1)

has entered his Ferrari Monza. Previous victor at Bakersfield and Pebble Beach, he gets rugged competition from Louis Brero, Arcata, in a powerful Kurtis roadster.

Brero, who drove at Sebring and Nassau earlier this year, will be gunning for a win with his big Cadillac-powered car. Last year he finished seventh here after he changed cars, crossing the finish line in a borrowed OSCA. His Kurtis broke an axle.

BARNESON ENTERS

Another challenger and newcomer to the California racing scene is the Chrysler-powered Hagemann Special, entered by John Barneson, Lafayette.

The Barneson car made its first appearance at Stockton earlier this season, then appeared last month at Pebble Beach. Other competitors in the big race include several Mercedes-Benz 300SL coupes, and the Aston Martin DB3S. One of the Mercedes will be piloted by Chick Leson, Oakland.

PORSCHE COOPER DUEL

The Race of The Roses, feature for under 1500cc cars, promises to be a Porsche-Cooper battle. Leading the Porsche contingent is Sam Weiss, Sacramento, who will be driving a 550 Spyder. His car will be pitted against the unorthodox looking Coopers, making their first California appearances this season. The Coopers have been entered by John Fox, San Anselmo, and the Reno Racing team.

Besides the two main races, there will be six shorter events. Included are races for production cars over and under-1500cc, a production sedan race, which will see French Simcas and Panhards fighting it out with Volkswagens and Borgwards; and several races for novice drivers.

SATURDAY PRACTICE

Technical inspection and practice will be held Saturday at 7 a.m. Races are on Sunday, the first at 10 a.m.

The Santa Rosa races are being held in conjunction with the Annual Luther Burbank Rose Festival, and are being presented and sanctioned by the San Francisco Region of the Sports Car Club of America. They are being co-sponsored for charity by two local organizations, the Highwaymen Sports Car Club and the Santa Rosa Junior Chamber of Commerce.

Corvette-T-Bird Pro Pilots Vie

(Continued from Page 1)

race which will be one of the highlights.

The Corvette-Thunderbird race, with only professional drivers competing, is an innovation. The over-1500cc main event for modifieds is a 1½-hour race.

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DeHart, Beavis Pro Sports Car Winners; \$2300 Purse Haul

Track racing experience paid off for Driver Joe DeHart, who started 12th but eventually won easily in the 18-car over-1500 CC main event of RRR's first pro sports car races on Gardena Stadium's 1-mile clay oval last Saturday night.

Gunning Mike Anderson's Ford Industrial Special, the slender DeHart forged forward rapidly and became the leader on the fourth circuit. He held sway until becoming enmeshed in traffic, when Bart Spiegelman shot his Jaguar-Kurtis ahead. This lasted for three laps and it was DeHart from the 18th to the checkered flag, waved by Ralph Phillips at the 30-lap mark.

Experience, too, paid off for RRR Prexy George Beavis, veteran of short-track midget com-

petition, who was a hollow victor in the under-1500 CC feature with his torrid Offy Special. He started 10th in the 12-car field, was second after only three laps, passed Don Bell's MG 1250 there and was cruising from there to the 30-lap point.

Possibly the night's finest performance was registered by Compton's Dick Trunkey in the over-1500 CC production scramble. Gunning a Triumph TR2, Trunkey blew exhaust at Bob Kudler's Jag XK140MC and Robert Fulton's Jag coupe, who trailed him to the finish in that order.

Beavis expressed glee at the RRR's purse haul of almost \$2,300, which represented the pro group's 40 per cent of the gate paid in by 2,500 fans.

Summary:

OVER 1500 CC MAIN EVENT (30 laps)—1. Joe DeHart, Ford Ind. Spec.; 2. Bart Spiegelman, Jaguar-Kurtis; 3. Bob Kudler, Jaguar; 4. Jacques Bellesilles, Mercury Spec.; 5. Dick Trunkey, Triumph TR2. Time—9m. 26.52s.

UNDER 1500 CC MAIN EVENT (30 laps)—1. George Beavis, Offy Spec.; 2. Floyd Burt MGTC; 3. Charles Barrett, MG Mk II; 4. Bob Falcon, MGTD; 5. Don Bell, MG. Time—10m. 7.60s.

MODIFIED CARS (12 laps)—1. Joe DeHart, Ford Ind. Spec.; 2. George Beavis, Offy Spec.; 3. Bart Spiegelman, Jaguar-Kurtis; 4. Bill Thomas, MG Spec. Time—3m. 22.8s.

OVER 1500 CC PRODUCTION (10 laps)—1. Dick Trunkey, Triumph TR2; 2. Bob Kudler, Jaguar; 3. Robert Fulton, Jaguar. Time—3m. 3.88s.

UNDER 1500 CC STOCK PRODUCTION (10 laps)—1. Jack Bowring, MG 1500; 2. Floyd Burt, MG 1250; 3. Tom Chapman, Porsche 1500. Time 3m. 5.08s.

UNDER 1500 CC SEDAN (6 laps)—1. Jack Redona, VW Spec.; 2. Curly Davis, Renault; 3. Millard Schwartz, Hillman. Time—2m. 45.38s.

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• Up the Straights

By Jim Mourning

NEW TRACKS AND CLAMPING DOWN MAKE FOR SAFER SPORT

OF LATE, there has been a deal of moaning, groaning and trashing about over the dangers of sports car racing, the implication being that nothing is being done about it. And just for a change, this scribe is going to side in with the other word jostlers. But only up to a point.

Admittedly, road racing makes the athletic laddies a much greater insurance risk than does bird watching. Whether this is truer now than it was five years ago is a moot point and more than slightly irrelevant. The fact remains that an unfavorable press has been garnered in the past few moons, regardless of whether the blame rests with inherent danger, increasing publicity in a motor conscious age, bad luck or just the law of averages catching up with the sport.

We are not so sure as some that sports car racing is on the verge of being banned as a result of this. To students of racing history, it sounds like the old tune with a new set of lyrics. But whether it is or not, we are concerned enough with the future of the game to want to see something done to avert the accusing finger somewhat.

SENSE OR NONSENSE

In the last six or eight months, many suggestions have been made. Some of them made sense, some didn't. All were undoubtedly sincere, so we won't try to improve on them. What we would like to do is kick around the implication that nothing is being done about the problem. This is not always a positive accusation, mind you, but frequently a negative one, based on a lack of publicity for worthwhile efforts.

To begin with, the new tracks, specifically designed for road racing, which are popping up to replace makeshift facilities are a step in the

right direction. And we are not referring specifically and exclusively to the International Motor Raceway. Apparently club officials are also well aware of the need for improved venues, as attested by their plans for dicing territory at Pomona and Paramount Ranch. Unfortunately, the construction of such facilities is dependent on time and loot, not on need or demand.

A GOOD PLAN!

For the derring-do lads wishing to make use of these facilities but lacking in finesse and experience, there is the Road Racing Training Association, a club devoted to teaching the finer points of how to corner without resorting to use of bash bonnet. At their last field training session, there were no less than 85 cars on hand, ranging from a Ferrari to a 2-cylinder Lloyd. A good sign, indeed.

Those close to the club picture also realize that things have tightened up like a rawhide girdle in the bright sun. Cars that used to compete regularly a year ago are being awarded the order of the flying Florsheim with regularity and impartiality at technical inspections. Where friendship would once get a car through, most officials are now fully aware that it's really not very friendly to let a lad or lassie go out and bend up both car and self.

THE BOOT NOW

And previous to the last 12-month period, how many drivers did you ever hear of who lost their license? We now know of several that have been jerked for erratic or unsafe driving practices, some of them permanently.

True, road racing is not comparable to a brisk game of chess. It is maturing and suffering all the aches and pains associated with growing up. But the future is not all darkness and blight.

Life Story of Ernie McAfee:

Cars an Early Love in His Life

By Gus V. Vignolle

(First article of a series.)

FOR THE start of this series on Ernie McAfee, the noted and popular sports car driver who met death last April 22 behind the wheel of a Ferrari at Pebble Beach, MOTORACING is highly indebted to Wally Parks and Bob Greene, editor and managing editor, respectively, of Hot Rod Magazine.

The photos in the adjoining column of Ernie's early racing days appeared in last January's Hot Rod, which featured a fine story by Felix Zelenka, to whom we are also indebted.

Ernie became interested in autos back in 1929, when he was 12 years old. He lived in the southwest part of Los Angeles and learned to drive before he was in his teens.

From this start he worked assiduously on cars during every spare moment he had, developed hot rods, rode motorcycles, became a highly-recognized automotive engineer (which few people knew) and then a sensational pilot of high-speed Italian machinery.

GETS MODEL T FORD

Zelenka tells how, when Ernie graduated from high school a couple of years early, his father, who now lives in Hemet, bought him a Model T for \$10.

He was an energetic worker even then, for he started to modify the T, putting in Dodge valves, milling the head, sticking 3 to 1 gears in the rear end and adding wire wheels. He said he was laughed at often for thinking he had a hot rod, the Hot Rod publication story said.

Actually, from the age of 12 on, during his junior and senior high school years, he worked after school and on Saturdays and Sundays in various used car lots, machine shops and various other establishments.

OPENS OWN SHOP

It was this application that enabled him to operate his own shop and engineering service from August of 1937, when he was 20, until October, 1938.

In 1936 he built a flathead, modified roadster that could do 112-114mph consistently at the Muroc lakes.

Johnny Junkin, one of his friends in those days, recalls that in the summer of 1937 Ernie, using that same engine, built a streamliner "on the order of a fish" with open wheels, no springs and axles bolted to the tubular frame. The car did 128 mph the first time at Muroc, and before the day was over had a top of 131 and a 129 average.

This was what evolved from the roadster he started to modify when he was only 16 or 17 years old.

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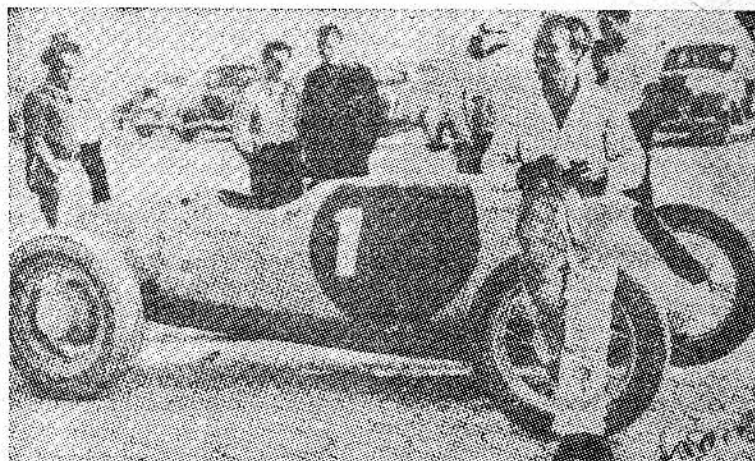
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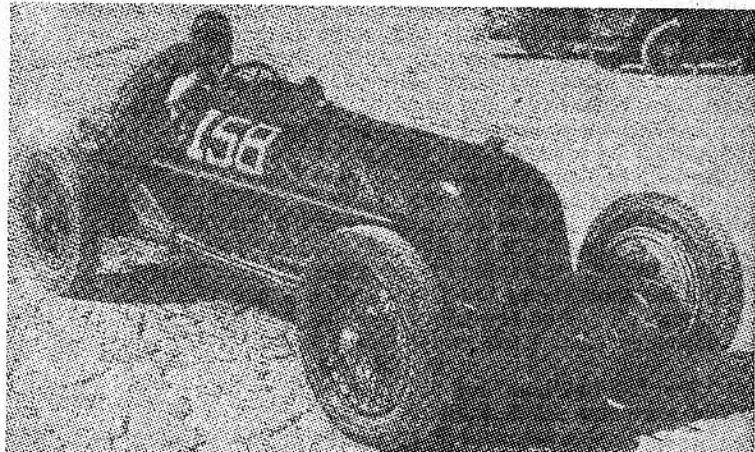
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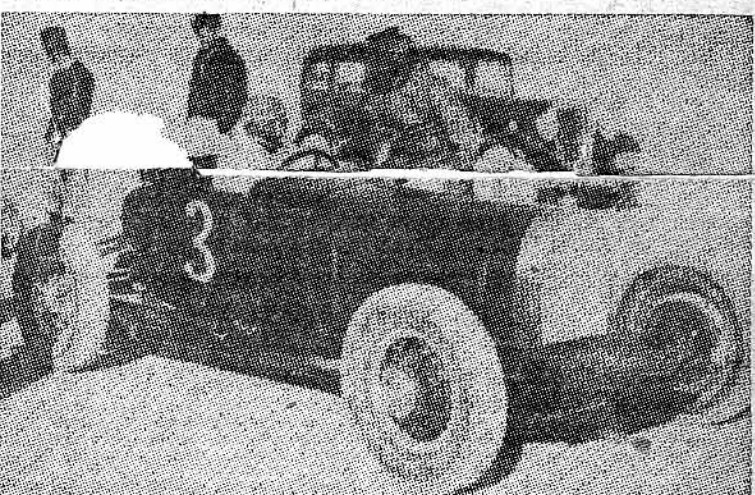
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ERNIE McAFEE, at the age of 20, with his streamlined four-cylinder flathead Ford. The late driver set the lakes record of 138mph in 1937-38. Car's body was of light sheet metal over a frame made of electrical conduit tubing.



RIGHT AFTER World War II Ernie drove this blown Grand Prix Alfa Romeo at the dry lakes. The popular driver turned 137mph, which was considered fast time for the lakes.



ERNIE TURNED to cars as a small boy, and one of his earliest machines was this Winfield flathead four. It had a Pierre Bertrand cam and turned on 101mph.

Another early machine he had was a Winfield flathead four and a blown Grand Prix Alfa Romeo, both of which are pictured on this page.

He was easily one of the fastest boys in the southwest section of L.A., later became a member of the Road Runners Club and then took to the lakes under the auspices of the Southern California Timing Association.

(Next installment will tell how he met Tommy Lee, the late millionaire playboy, raced and defeated him and eventually went to work for him.)

MASERATI SCORES

(Continued from Page 1)

His average of 65.32mph was a shade under the 65.8 posted last year by Maurice Trintignant in a Ferrari.

Behra finished one lap behind Moss, Castellotti six laps behind. Moss was awarded the Rainier Cup by Prince Pierre de Polignac, Prince Rainier's father.

Fangio spun out on the third lap and bent his machine. More than halfway through the race he took over a Ferrari driven by England's Peter Collins, who had piloted it for 54 laps.

Apparently Fangio's Ferrari was repaired, for Castellotti finished in the Argentine's car for fourth. What happened to Castellotti's Ferrari was not immediately learned.

Musso went out early in the going after striking a hay bale. The race was not half over when six of the 16 starters had been forced out, and only eight finished the rugged grind.

Also out early was Harry Schell in his British Vanwall. He is an American who lives in France.

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• Checkered Flag

By Art Luring
Los Angeles Times Columnist

FRENCH COME UP WITH SLICK ENGINEERING IN NEW CITROEN

LAST WEEK General Motors unveiled its new multi-million dollar technical center at Warren, which is just north of Detroit. Theoretically, Warren will be a sort of "Wright Field" for General Motors—perhaps the entire industry. At least such is everyone's hope. GM "biggies" promise that the cream of technical "know-it-alls" convene there to cavort with slide rules and what-not. Promised to be forthcoming are lower, slinkier "dream cars" with all sorts of electronically controlled "we'll-do-it-for-you" gadgets.

But more to the point is the fact that Warren will have as its credo a "let's-give-it-a-whirl" philosophy. Definitely GM is going to emerge with new ideas for steering, suspension, brakes and transmission-drive arrangements. For instance, the new French-built Citroen DS-19, with its revolutionary "Servo Control," has got Detroit's builders talking to themselves.

Aside from the odd appearance of the DS-19 (perhaps, in time it will become pleasing to the eye; after all, who ever fell in love with olives sans martini at first bite!), the new Citroen provides hydraulically-controlled pneumatic suspension, an automatic level control (to keep the car's attitude level, that is), air-cooled disc brakes, servo-assisted rack-and-pinion steering and an automatic four-speed gearbox with a servo-controlled clutch!

CINCH GM WILL DISSECT THE CITROEN

Actually, a thorough report of the new Citroen requires at least 18 columns of print and two full-page photo layouts. Suffice it to say, without fear of contradiction, that Le Belle France has emerged with something absolutely new in the automobile world!

The boys at Warren will undoubtedly dissect the new Citroen. When they do, they will learn that engineering know-how is not the exclusive property of these Etats-Unis!

What GM predicts for circa 1960 is an economical, turbine-engine-powered car capable of top speeds well in excess of 115 miles per hour. It should be equipped with perfect braking and suspension that will better that of Lancia or Alfa Romeo on corners, yet provide a soft ride for we 100 per cent, red-blooded, all-American tenderbottoms.

LIMIT OF EFFICIENCY FOR THE V8'S

Another point which can be considered from a Warren aspect is the future of reciprocating piston engines. Basically, the rugged American V-8 with its reliable but ponderous pushrod-operated overhead valve train has "gone about as far as it kin go!" Fuel injection will improve its performance. And we can expect to see American cars so equipped within the next 12 months. But the V-8's have virtually reached their limit of efficiency. Aside from turbines (which will make better sense all around), the next step for reciprocating engines will be dual overhead cam set-ups plus fuel injection.

And GM has NOT abandoned the startling overhead-cammed V-6 which it introduced on the La Salle Mark II "dream" chassis in 1954. Despite some cloudiness, plus a few cracks in his shop-worn crystal ball, your chronicler is willing to wager that a GM overhead cammed set-up will be available, at a price, for those who would like to challenge imported machinery on the local, national or international sportster racing scenes! And this within the next 18 months . . . !

LEAD-FOOTED HOOLIGANS WILL KILL RACING

PARTS BIN: Ever since this pundit warned clubs to shape up in the conduct of racing, strange creatures have crawled out of the woodwork. Some of their letters were amusing—a few were actually scatological! Several accuse this writer of threatening to "kill" the sport. For the last time, ladies, gentlemen and those of you who are neither—the forces that will kill sports car racing are you who operate with lead in your feet and worm-infested wood in your head! Luring does not want to kill the sport. He is trying to perpetuate it. But just go right ahead with your "to h . . . with everyone" psychology and see how fast you'll sound your own death knell. It happened to professional racing—remember the Ascot Speedway? The burgomeisters stepped in and slaughtered road racing in the East just prior to World War II—or have you forgotten? Of course road racing is dangerous. Just stepping into a bathtub is dangerous. But so long as you stage races for "amateurs" and encourage public attendance, it is mandatory that you provide protection for said "amateur" drivers and public. Otherwise, forget gate receipts; hold races on private property and bar everyone except drivers, mechanics and immediate family members. . . . Bill Pollack postcards that the mystery of the Carsten Stove Bolt manufacturing rear-end has been solved. The spider gears in the differential loused up, thus making the Chevie-inspired HWM special act like a locked, rear-end dirt track roadster!

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Ed Savin Opens Second Agency

Ed Savin, veteran East Los Angeles imported car dealer and owner of one of the top sports car racers on the West Coast, last week opened a second for-

eign car center at 475 So. Atlantic Blvd., corner Eagle St.

Managed by Ted Block, the new establishment handles the Triumph TR3, Morgan, Renault, AC, Alfa Romeo, Sunbeam and Hillman.

Savin, whose main agency is at Soto and Fourth Sts., is the exclusive dealer for the Morgan and AC marques.

The imported car dealer is the owner of the Morgan sportster which has been driven with unusual success by 26-year-old Bob Oker, Los Angeles machinist, who has scored a number of Class E wins and placed high in overall standings at many Northern and Southern California road races.

Helping Savin christen the new agency were distributors and representatives of three foreign car firms—Joe Richards and Bill Gardner of Triumph TR3, Johnny Green, Jr., Renault, and Ray Stenning, Rootes Motors.

SEELE ON TOP

Chuck Seele won the 20-lap jalopy feature last Sunday at Slauson Speedway.

Six-lap trophy dash—George Duryea, Seele, Hank Hilton. 10-lap semi—Ed Norton, Gene Alsop. 20—Seele, Norton, Hilton.



CONSISTENT WINNER—Bob Oker, behind wheel of Morgan Plus 4, gets trophy from Ed Savin when latter opened new imported car agency in East Los Angeles, his second. Oker drives Savin's famous No. 59 Morgan, which has won six class wins in the last eight race-meets in less than a year. Upper photo shows foreign car representatives pushing their literature at gala premiere to Savin, far right, and his general manager, Ted Block. Left to right: Bill Gardner, Triumph TR3; Johnny Green, Renault; Joe Richards, Triumph TR3; Ray Stenning, Rootes Motors, Block and Savin.

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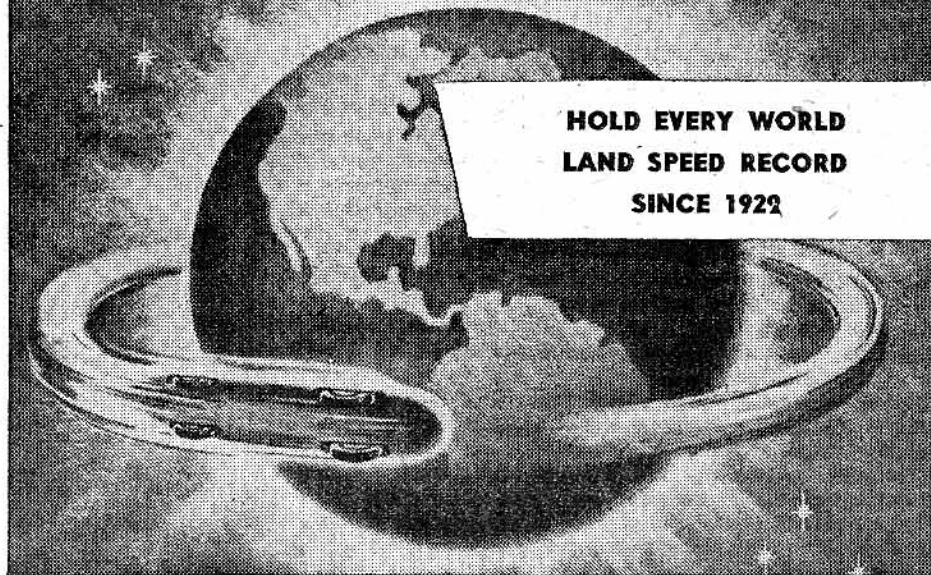
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Powell's Top Ten Indy Picks

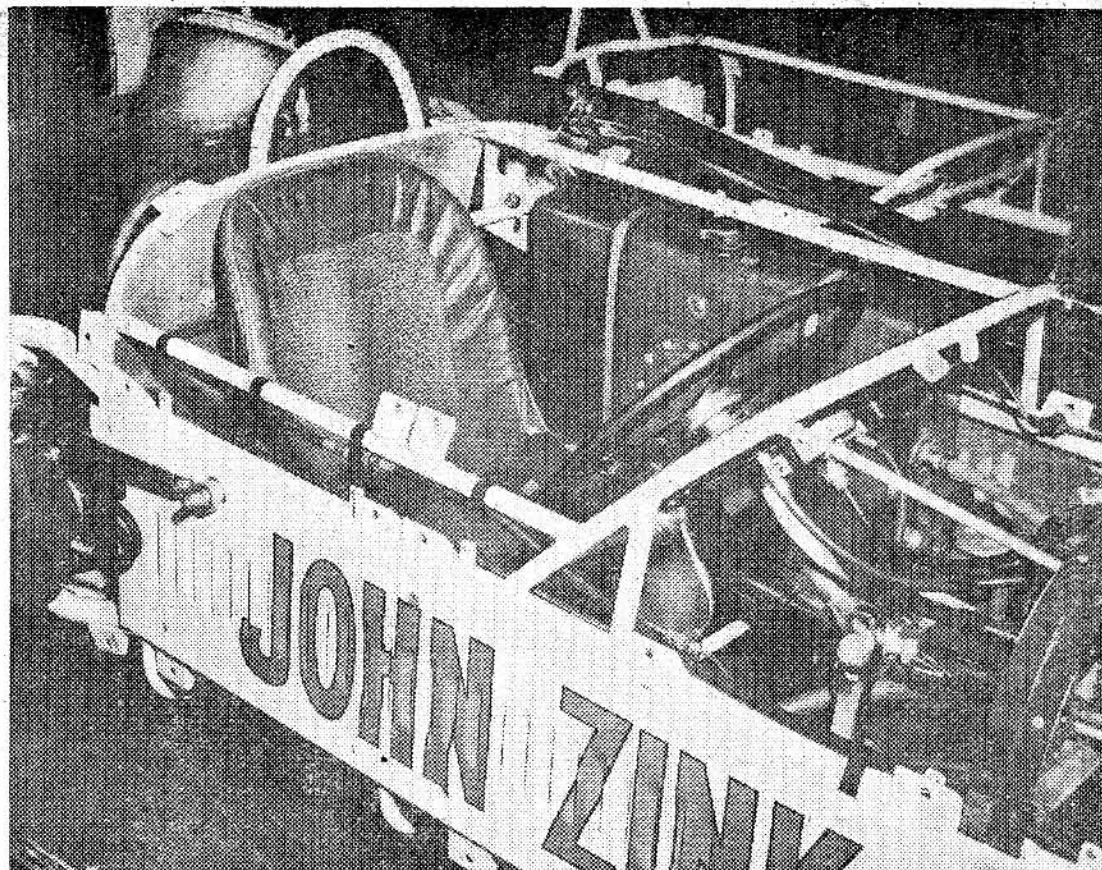
Here's how MOTORACING'S Maury Powell tabs 'em in the Indianapolis 500-mile classic on Memorial Day.

1. Jimmy Bryan, Phoenix, Ariz., Dean Van Lines Spl.
2. Troy Ruttman, Lynwood, Calif., John Zink Spl.
3. Pat Flaherty, Chicago, Ill., John Zink Spl.
4. Tony Bettenhausen, Tinley Park, Ill., Belanger Spl.
5. Fred Agabashian, Albany, Calif., Federal Eng. Spl.
6. Jimmie Davies, Pacoima, Calif., Novi Spl.
7. Johnnie Parsons, Van Nuys, Calif., Agajanian Spl.
8. Johnny Thomson, Springfield, Mass., Schmidt Spl.
9. Sam Hanks, Pacific Palisades, Calif., Jones & Maley Spl.
10. Jack Turner, Seattle, Wash., Travelon Trailer Spl.

LONG SHOTS—Jim Rathmann, Miami, Fla., Hopkins Spl.; Johnny Boyd, Fresno, Calif., Bowes Seal Fast Spl.



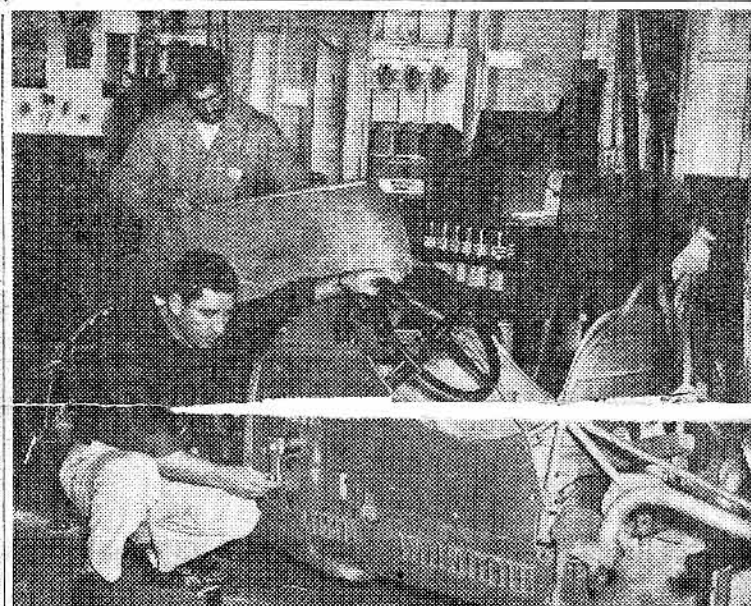
SAM HANKS, Pacific Palisades, Calif., driver of the Jones and Maley Special at Indianapolis on Memorial Day, expresses great interest in the new aircraft type pump Mechanic George Salih may try out on this roadster.



HERE'S CLOSE-UP from right of the driver's cockpit of the 1955 Indianapolis winner, the John Zink Special. Note 12 gallon oil tank beside driver's left side, the roll bar and quad spot brakes. Pat Flaherty, competing in his fifth Indianapolis race, will be the pilot.

Indianapolis Entries

Car No.	Driver	Car Name—Spl.
1	Bob Sweikert	D-A Lubricant
2	Jimmy Bryan	Dean Van Lines
3	Marshall Teague	Dean Van Lines
4	Sam Hanks	Jones & Maley
5	Andy Linden	Chapman
6	Pat O'Connor	Ansted-Rotary
7	Pat Flaherty	John Zink
8	Giuseppe Farina	Bardahl-Ferrari
9		Hoyt Machine
10	Al Herman	Bardahl
11	Bob Veith	Fed. Engr. Det
12	Johnny Boyd	Bowes Seal Fast
13	Don Freeland	Bob Estes
14	Rodger Ward	Ed Walsh
15	Chuck Weyant	Martin
16	Jim Rathmann	Hopkins
17	Tony Bonadies	Duke Donaldson
18	Jimmy Reece	Massaglia Hotels
19	Eddie Russo	Jim Robbins
20		Novi Air Condutnr.
21	Johnnie Tolan	Novi Vespa
22	Johnny Kay	Belond-Mir. Pwr.
23		Anderson
24		Pete Wales
25		Greenman-Casale
26	Fred Agabashian	Fed. Engr. Schmidt
27	Shorty Templeman	Glessner
28		Sumar
29	Jimmy Daywalt	Crawford
30	Eddie Sachs	Ray Brady
31	Troy Ruttman	John Zink
32	Jack Turner	Travelon Trailer
33	Al Keller	Sam Traylor
34	Bob Christie	Helse
35	Len Duncan	Ray Brady
36	Len Sutton	Wolcott
37		D-A Lubricant
38	Duke Dinsmore	Shannon's
39	Dick Rathman	McNamara
40	Mike Magill	Chesty Foods
41	Marvin Pifer	Commer. Mtr. Fgt.
42	Jim McWithey	Dayton Steel Fdry
43		Hopkins
44		Parks
45	Buddy Cagle	Central Excav.
46	Gene Hartley	Central Excav.
47	Wm. Cheesbourg	HBT
48	Gig Stephens	Slick Airway
49	Jay Abney	McDonald
50	Johnny Thompson	Schmidt
51	Eddie Johnson	Dunn Engr.
52		Bardahl-Ferrari
53	Leroy Warriner	McKay's Bulldog
54	Johnnie Parsons	Agajanian
55	Tony Bettenhausen	Belanger Mtrs
56		Californians in bold face type.



WORKING MODIFICATION and engineering changes on the Lindsay Hopkins machine is Gilbert Salazar, while the car's mechanic, Jack Beckley (lower center), checks on steering arm linkage. This famous racer was modified in Luigi Lesovsky's Los Angeles shop to mount a radical new Hopkins V-8 racing engine built and tested by Willie Utzman of Los Angeles. The engine developed over 400 horsepower in dynamometer tests. This will be the radical or darkhorse entry to watch at Indianapolis May 30.

Racing Pow Wow

(Continued from Page 2)

this'll hit 133-plus, maybe 135. We look for the qualifying range to hit a top average of 145, declining to 138s for slower cars.

The 2½-mile track has been improved with some new pavement, but the several hundred feet of brickwork remains in the stretch. Drivers say all four wheels simply dance like whirling dervishes. The historic sentimental value of the bricks can go hang, for all they care! As far as they're concerned, the Speedway would be better off removing the whole lot and gold-plating one of the darn things for its museum, if it's sentiment the track needs. Speed could be increased with safety when the drivers and cars are spared the horrible juggling they undergo over the timeworn bricks.

33 HOTTEST CLOCKERS GO MAY 30

Four-lap qualification runs are slated May 19-20 and May 26-27, with the "500" for the 33 hottest clockers.

Early season deaths and injuries, plus continuing mishaps during trial runs, are reducing the already-limited list of capable drivers to a dangerous low.

They're packing gobs more speed into these buggies every year. However, chassis improvements seem more concerned with lightness than durability and safety.

Newer drivers coming up from midget and sprint car ranks rarely get experience really required for "500" competition.

The answer might lie in the project envisioned by Mobilgas' able Bill Taylor, Flying Red Horse racing rep who is spearheading a deal to make a drivers' training machine available.

We think this is a whole of an idea, but we're of the belief the basic idea of having such a car only during 500-mile race season should be broadened. Why not have the car at the track during certain specified periods when it doesn't conflict with other activity there such as Firestone's tire tests, etc.?

Our Indy compadre, Gene Powlen, tells us various accessory firms have pledged to provide everything but the engine.

We think the Indianapolis Motor Speedway Corporation, headed by able Tony Hulman and the National Championship Car Owners Association, should resolve that relatively minor problems forthwith. The present mishap trend could reflect on the Speedway in at least two detrimental ways—1. Press and public clamor against the classic being held; and 2. Depletion of capable drivers.

Terrifying speeds and inexperienced drivers are not a healthy combination. We're for correcting this situation at once.

Singer Owners' Club Installs

Marvin Smith has been installed 1956-7 president of the Singer Owners' Club.

Other new officers installed include Pete Aumier, vice-president; Marjorie Smith, secretary; Leon Miller, treasurer; Jack Crosby, Vic Bell and Merwin Fischal, board members.

The Parkhouse Perpetual Trophy for top members of the preceding year was also awarded. Leon Miller took high honors, with the women's award going to Marjorie Smith.

DRAG RACING RESULTS

POMONA—MAY 6

Stock—A. Francis Ascot, Olds, 84.00; B. Chuck Pinnola, Cad, 89.11; C. Don Scott, Olds, 77.95; D. Balie Pattrick, Ford, 72.81; E. Jess Tyree, Chev, 88.14. Gas Coupes & Sedans—A. Steve Butler, Chrys, 86.20; B. Tom Hodges, Olds, 95.65; C. Porter & Ritchie, Olds, 93.74; D. Ron Smith, '55 Chev, 99.56. Fuel Coupes & Sedans—B. Vince Garcia, Merc, 103.00. Altered Coupes & Sedans—A. Waterworth-Morris, Merc, 114.64; B. Cheverton Fiff, Merc, 103.09. Competition Coupes & Sedans—B. H. D. Archer & Ort Bouck, Jimmy, 98.90; C. Bill Bates, Merc, 80.00. Street Roadsters—A. Bill Manning, Merc, 91.46; C. Poland Hon, Olds, 90.48. Roadsters—A. The Robinsons, Merc, 98; B. Jim Ladue, 101.60. Hot Roadsters—A. Harry Cross, Jimmy, 118.63; B. Groh, Texaco Serv., Merc, 115.93. Modified Roadsters—B. Al Dodge, Merc, 81.30. Dragsters—Armstrong, Richer, Williams, Chrys, 141.28. Open Gas—Tom Shayton, Merc, 91.00. Gas Cycles—A. Bob Cleugh, Triumph, 83.86; B. Jim Hubele, Triumph, 87.42; C. W. Gabe, Ariel, 107.00. Fuel Cycles—C. W. Gabe, Ariel, 104.00. Sports Cars—A. Phil Hoeffler, T-Bird, 88.68; B. Leo Hutter, Porsche, 72.55. Four Barrel—Bill Norman, Wright, 83. Top Eliminator—Armstrong, Slicher & Williams, Chrys, 136.36. Top Eliminator—Armstrong, Richer & Williams, Chrys, 136.36.

POMONA—MAY 13

Stock—A. Archer & Bouck, Buick, 81.40; B. Chuck Pinnola, Cad, 82.79; C. Chester Epperson, Olds, 80.35; D. Jerry Berry, Buick, 76.46; E. H. Y. Proffitt, Chev, 88.04. Gas Coupes & Sedans—A. Short Blocks, Ford, 95.00; B. Dennis Norton, GMC, 87.00; C. Merle Lambeth, Ford, 86.40; D. Bob Gilmore & Ernie Porter, Chev, 90.81. Fuel Coupes & Sedans—C. Gary Sewell, Ford, 70.44. Altered Coupes & Sedans—A. Klink Bros. & Chantry, Buick, 96.00; B. Archer & Bouck, GMC, 98.68. Competition Coupes & Sedans—A. Jerry Logue, Merc, 111.44; B. Richard Tompkins, Merc, 96.18; C. Ken & Jack Riddle, Merc, 91.36. Street Roadsters—A. Yandell & Sons, Cad, 112.50. Roadsters—B. Denny Carissosa, Merc, 102.00. Hot Roadsters—A. Harry Cross, GMC, 114.64; B. Denny Carissosa, Gas Cycles—A. Jay L. Stites, Tri, Merc, 104.00. 94.83; B. Don McEvoy, Tri, 99.88; C. Howard Allen, Ariel, 109.00. Fuel Cycles—A. Bobbie Leedurr, Tri, 99.16; B. Don McEvoy, Tri, 98.75; C. Howard Allen, Ariel, 113.00. Sports Cars—A. Siegfried Salat, Jag, 91.37; B. Short Blocks, M.G. Open Gas—Thomas L. Hayton, Merc, 94.00. Top Eliminator—Yandell & Sons, Cad, 112.50. Top Time—Harry Cross, GMC 114.64.

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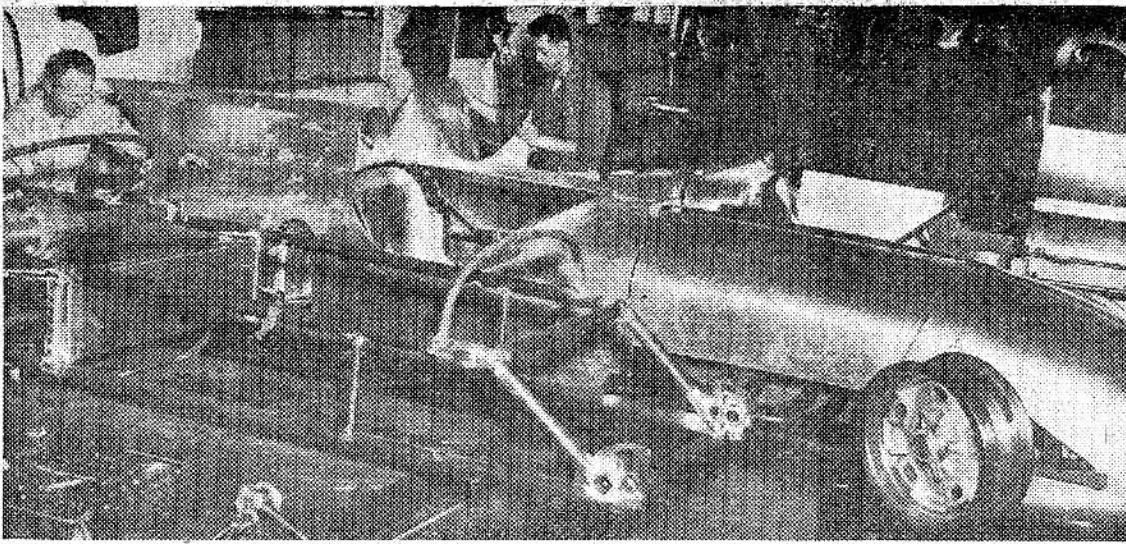
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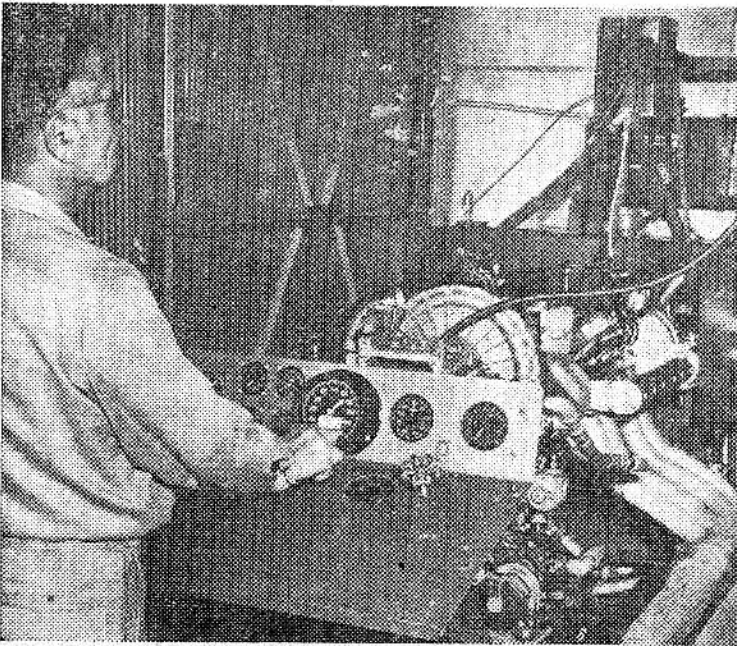




AT LOS ANGELES shop of the Kurtis division of McCulloch Motors Corp., Louis Salzgeber (left), and Dick Troutman work on a new Novi

roadster Model 500-F. Rails of racer in the foreground are for the new combination roadster—Model 500-G being built for George Bignotti.

Lester Nehamkin



WORLD'S FAMOUS V-8 racing engine develops 600 horsepower. After extensive modifications on the twin Novi engines, noted mechanic Jean Marcenac of Burbank, Calif., checks a Novi engine out on his Clifton Dynamometer. It developed over 600 horsepower. Marcenac is at the controls of his test panel. Driver at Indy is unknown at this time.

Lester Nehamkin

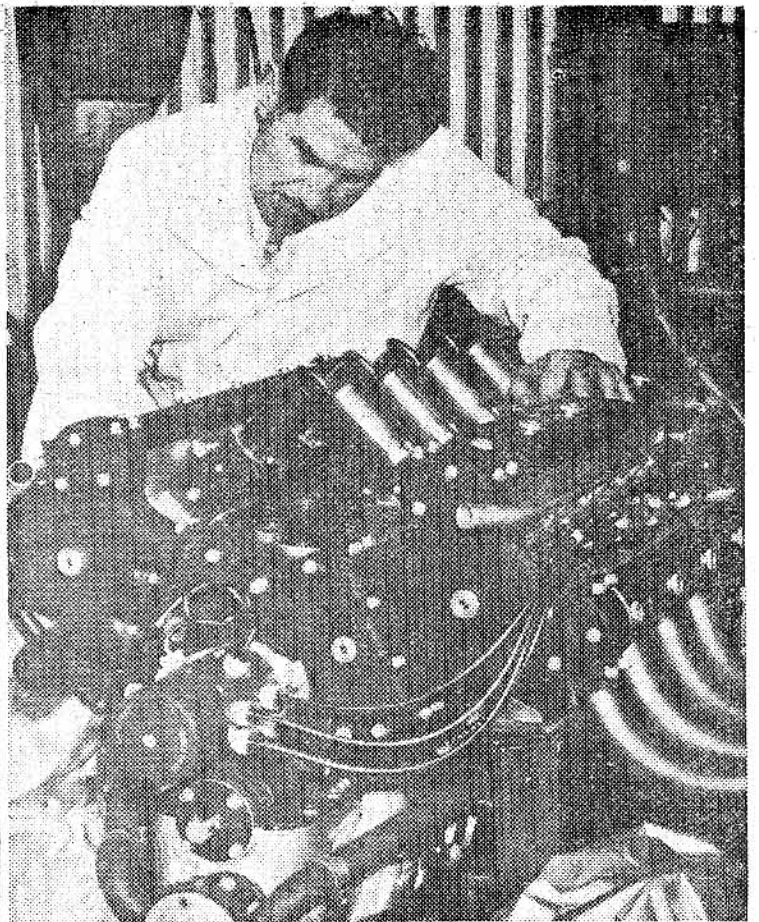
Drezners Win Mexico Rally

Betty and Al Drezner, driving an MG TD, won the SCCA rally to Ensenada, Mexico, last Sunday with an error of 3m46s. In the gymkhana that followed the rally, the couple also won the under-1500cc division.

Second through fifth among members were: 2. Louise and Nolan Anway, Triumph TR2, 4:55; 3. Harriett and Jack Nicholas, Porsche, 5:09; 4. Marjorie and Harold Peet, Porsche, 5:40; 5. Vi and Harry Jones, Oldsmobile, 7:45.

Guests: 1. Carrie Caldwell and Peter Haggerty, VW, 3:54; 2. Dr. A. J. and Isabel Bartoli, Mercedes 190, 4:01; 3. Doug and Jean Gilman, Jaguar Coupe, 5:31.

Some 50 cars competed.



Lester Nehamkin

UTZMANHOUSER is Gasoline Alley terminology for this V8 mill designed originally by Willie Utzman and later revamped by Meyer-Drake's Leo Goosens. It has Studebaker block and assorted stock and semi-stock parts. Dick Rathman was set to drive the Hopkins Special, but late reports indicate he's jumped to another auto.

Entry Blanks Out for Santa Maria Races

Entry blanks go out today for the Santa Maria road races, to be staged by the Los Angeles Region of the SCCA June 16-17 at Santa Maria Airport's 4-mile course, according to Race Chairman Lindley Bothwell.

Mike Hamilton, SCCA drum-beater, reports efforts will be made to stage an exhibition race involving writers and sportscasters of sports car racing news. (Editor's Note—This should hurt the gate, George)

Calendar of Events

- May 19, Santa Monica FCCA "Whoot Owl Rallye," Lankershim and Oxford, No. Hollywood, 7 p.m.
- May 19-20, CSCC Bakersfield Road Races, Minter Field—12 noon each day.
- May 19-20, SCCA (SF Region) Santa Rosa Charity Road Races, Sonoma County Airport.
- May 20, AMA Dirt Diggers Scrambles, Solemint Junction, 9:30 a.m.
- May 20, Glendale FCCA "Never Leave Town Rallye," Rose Bowl (So. entrance), 8:30 a.m.
- May 25, Lockheed SCC 24-hour Rally LERC Bldg., 2814 Empire Ave., Burbank, 8 p.m.
- May 26, NASCAR 100-lap Modified Stock Car Race—Gardena Stadium.
- May 26, URA Midget Race—Phoenix—8:30 p.m.
- May 27, NASCAR 200-lap Late Model Stock Car—Gardena Stadium.
- May 27, Morgan Plus 4 "Mard Morgan Miglia Rallye," Vermont bet. Sunset and Hollywood, 10:30 a.m.
- May 27, Desert Car Club, Willow Springs Trials, first practice session, 9 a.m.
- May 27, Pomona Valley SCC Gymkhana.
- May 28, Volkswagen Owners' Club meeting, Elysian Park, 8 p.m.
- May 30, Indianapolis 500-mile Classic.
- May 30, CRA "Salute to Indianapolis" full-size racing cars, Gardena Stadium 100-lap feature.
- June 1, Western Sports Car Club Rally (open to foreign and domestic cars), Coach & Horses, 7:30 p.m.
- June 1-3, SCCA Texas Region Races, Fort Worth.
- June 3, AMA Riverside Steeplechase Motorcycle Races, Riverside Fairgrounds, 11 a.m.
- June 9-10, RRR Sports Car and Grand Prix Road Races, Kingdon (near Stockton, Calif.).
- June 16-17, SCCA (LA Region) Santa Maria Road Races, Santa Maria.
- June 23-24, CSCC—Pomona Road Races, Pomona Fairgrounds.
- June 30, SCCA (SF Region) Buchanan Field Road Races, Buchanan Field.
- Midget Races—Every Friday night, San Bernardino.
- Jalopy Races—Every Saturday night, San Bernardino; Every Sunday aft., Gardena Stadium; Every other Sunday, Maywood.
- Drag Strips, Sundays: Colton, Long Beach, Pomona, Santa Ana, San Fernando, San Gabriel Valley.
- Racing movies—Wed. thru Sun.—Western Theatre, 39th at Western.

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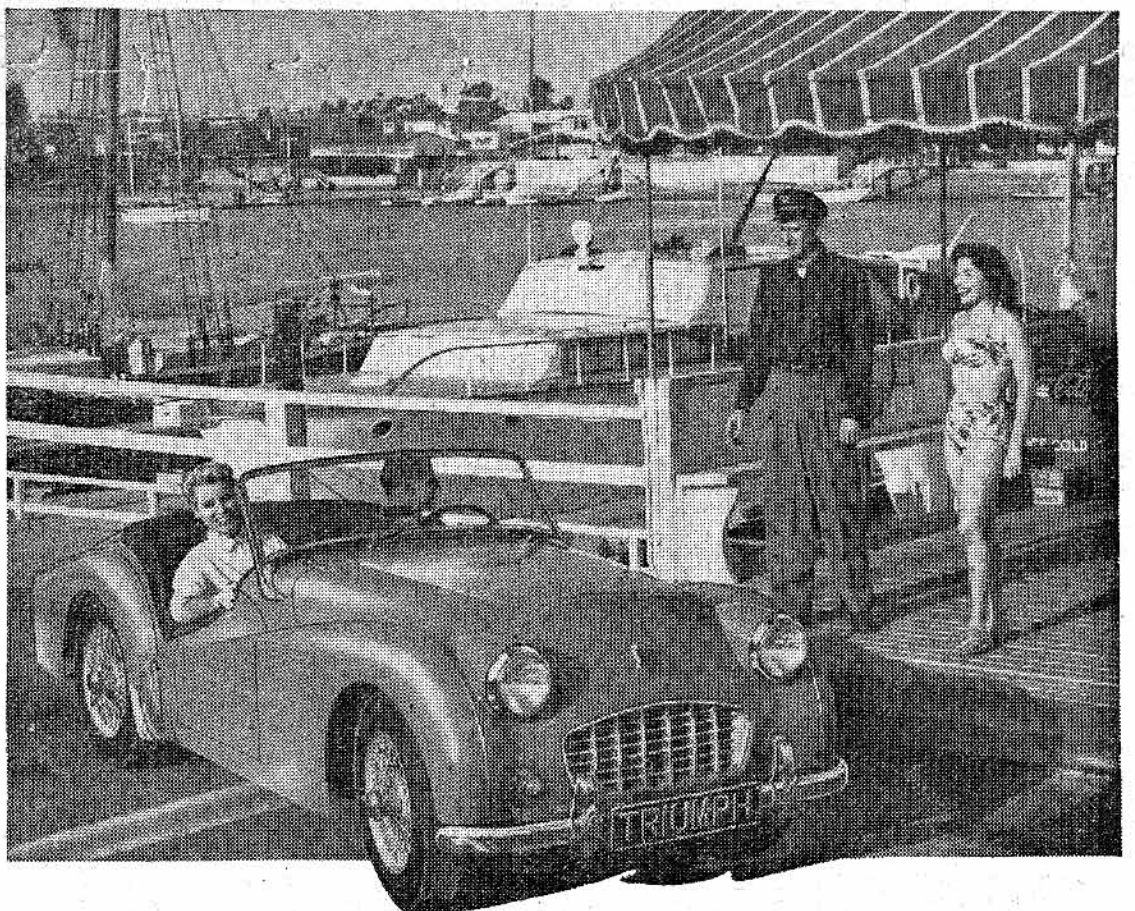
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European Scene

By W. Robert Nitske

FANGIO A REAL CHAMPION, KNOWS LIMIT OF HIS CAR

WHEN JUAN MANUEL FANGIO won the championship at the close of the 1955 Grand Prix season, he had indeed accomplished a remarkable feat.

To many young racing sports enthusiasts, Fangio had been a championship driver for many years, although he was only 45 when he secured this last world title.

Older followers of the sport remember well his first driving in competitive events.

Born in 1911 in Argentina, his father had immigrated to that country from Italy. Having learned stone masonry, the elder Fangio still works at that craft in Balcare, some 180 miles south of Buenos Aires.

Like most boys, Juan Manuel liked cars and chose mechanics as his trade. When he was 25 he had his own small workshop and a Ford model T. (Many of us "older" enthusiasts have cut our teeth on Mister Ford's indestructible tin-auto.)

BUILDS HIS SPECIAL

And like most 25-year-olds, Fangio thought that driving in competition might be great fun. He built a special, but did not have it quite ready for the race, like most unfinished specials for their first competitive participation. It lasted only a few laps that day in 1936.

After his nostrils had been subjected to the sweet and acrid smell of special racing oil and fuel, Fangio built a real competition car. His Ford monoposto of 1938 was built on a Ford chassis, utilizing the V-8 engine.

At the first start against nationally-known competitors, his training laps had earned Fangio a starting position in the first grid. The good driver Arzani on his 3.8 liter supercharged Alfa was actually left at the post by the young man, who quickly achieved national recognition with his special machine.

WHEELS A CHEVROLET

In 1938 Fangio bought a new Chevrolet and entered the tortuous long-distance cross-country Grand Prix. Starting in 108th position, he finished in fifth place!

During the following three years Fangio competed successfully with a stock car in Argentina and some neighboring countries. By then he was well-known to his fellow countrymen.

In 1946 Fangio built a racing car, using a Chevrolet engine for a power-plant, and he competed quite successfully in the most popular racing events.

This led to a Maserati 4LCT in 1948, and the Simca Gordini. At the Rosario road race, Fangio amazed the startled spectators by his excellent driving against the French ace Jean Pierre Wimille, who also drove a 1440cc Gordini.

For the 1949 racing season, an Argentine contingent invaded Europe to compete with two 1500 supercharged Maseratis and drivers: Fangio and Campos.

FANGIO ON TOP

For the first heat of the San Remo Grand Prix, Sommer drove a works Ferrari, Prince Bira a Maserati, Rosier and Levegh drove Talbots, Ciron and Fischer drove Gordinis. There were other top drivers and excellent cars. Twenty-two cars started. Fangio ran away from the entire field and won the race. The second heat, with 13 cars starting, ended likewise. It was an auspicious debut for Fangio!

The Pau Grand Prix, the Marseille Grand Prix (driven with a Gordini), the Albi Grand Prix, and others, all ended the same way. Six starts brought six victories for Fangio.

The 1950 season with Alfa Romeo was a memorable one. The big three F's—Fangio, Farina, and Fagioli—drove the superb Alfettas. Fangio won the Monaco, Belgian, Rheims, and Geneva events and placed second in the world championship standings, behind Farina. The following year Fangio won the world championship.

And he repeated this feat in the 1954 and 1955 season.

KNOWS CAR LIMIT

These events are too recent and are perhaps too fresh in the minds of the readers to be mentioned in detail.

Not only successful in the best and fastest cars, like the spectacular Mercedes-Benz Racers of 1955, but also in machines were often bested by others, Fangio certainly knows how to drive to the limit of his cars—and not beyond. He drove the 1,440 Simca Gordini, several Maserati types, Ferrari, 4.5 liter supercharged Mercedes-Benz, and won with them all. A true champion, this Juan Manuel Fangio.

Tie in Vegas Rally; 2 Hurt

Early compilation of results indicate that Dave Bracken and Curt Warshawsky, in a Morgan Plus 4, tied with a Mr. and Mrs. Lewis, VW, for first place in the CSCC's 24-hour Press On Regardless rally to Las Vegas last week-end.

Listed second were Sylvia and Harald Treichler, DKW, with the women's award going to Arlene Kapner, Jaguar, and the team prize to the Morgans.

Errors were not announced. Stu Wilson and Paul Willoch, driving a Triumph TR2, suffered minor injuries when their car went off the road and took a nose dive early Saturday morning near Trona, Calif. They were treated at Trona Hospital and later released.

Rallymaster Carlyle Blackwell reported 60 cars started, and a great time was had by all, thanks to Jack Walsh of the Las Vegas New Frontier Hotel, who really rolled out the red carpet.



CHOSEN HONORARY STEWARD of the Indianapolis 500-mile race, Frank C. Meunier (L), of Los Angeles, executive of General Petroleum Corp., appears at the famous auto racing track with speedway owner Tony Hulman. Meunier long has headed industrial support of automotive performance and competitive events.

Hot Rodders Earn Indy Trip

Proven ability to handle their automobiles safely and skillfully paid off for 10 Southern California hot rod enthusiasts, who'll enjoy a trip with all expenses paid to visit the 500-mile Indianapolis classic.

Officer Gordon Browning of the L. A. Police Department's Traffic Education Department, who serves as president of the Peace Officers Car Club Advisory Council, revealed that several Southland business firms are contributing either cash or merchandise to make the trip possible.

Browning will accompany the lucky 10 to the Hoosier classic. Each lad won his sectional run-off of the Los Angeles County Hot Rod Indianapolis Derby.

Among the contributing firms were Wynn's Friction Proofing, Silverwood's, Howard Cams, Advance Mufflers, OK Rubber Wel-

ders, Ansen's Equipment, Lodge Spark Plugs, Tony Capanna and Berardini.

Winners:

Leon Clutterham, 15208 Valerio St., Van Nuys; Ronald Adams, 12621 Matteson Ave., Culver City; Carl Wassgren, 4124 E. 52nd St., Maywood; Frank Rhodes, 706 Grand Ave., South Pasadena; Tom Turner, 7910 S. Gretina, Whittier; Robert Taillac, 425 W. Orangecroft, Sierra Madre; George Villardi, 44703 3rd St. East, Lancaster; Jerry Dallendorfer, 138 Apt. A, Paseo De La Concha, Redondo Beach; Bob Conrow, 1093 Ximeno Ave., Long Beach; and Jay Gould, 1885 Virginia Rd., San Marino.

Show Jaguar Sedans, XK 140A Models

The new Jaguar "Two-Point-Four" sedan and the 1956 Jag XK 140A coupes and convertibles, first imported cars with automatic transmission, were shown at a preview last week at the Beverly Hills Hotel.

The Jaguar film of the 1955 Le Mans race was shown.

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Minert Catalina 'Cycle Victor As Wheat Draws 1-Min. Penalty

By Motoracing Correspondent

AVALON, Catalina Island, May 6.—(Special)—A one-minute penalty for a pit rule infraction during today's 100-mile Catalina Grand Prix cost C. H. "Chuck" Wheat of Moreno, Calif., the title of "Catalina Motorcycle Champion."

Despite the tremendous effort by the declared winner, Charles "Feets" Minert, Huntington Park, Calif., Wheat held nearly a full minute lead over both him and second-placer Walt Axthelm, Pomona, Calif.

Race Referee Harry Pelton Sr. announced the penalty inflicted on Wheat was valid, and the one minute added to his combined total time dropped him to third.

BSA machines were ridden by all three. Minert rode a 500cc scrambler single.

Backers of Wheat were reported to have considered filing a protest against Minert, claiming his father or "a member of his crew" pushed or helped him push his cycle into the "restricted zone" at the starting line.

CLOSE FINISH

The first three riders were clocked within a nine second span at the finish. Winning time was 3 hours, 11 minutes, 1 second.

In the early starters were Frank Brundage, H-D 55"; Charlie Cripps, BSA 650cc; Norm Gorgone, BSA 650cc; Arvin Cox, TR6 650cc; Walt Axthelm; Jack Thurman, Matchless 500cc, and Bob Elmer, Matchless 500cc.

Cripps was forced to retire early. Thurman set a terrific pace, with Axthelm, Minert, Al Colley, Billy Meier, C. H. Wheat and later starters Bill Brokaw, Don Hawley, Ray Tanner, Cal Bottum, Bud Ekins, Harry Loftus, and Don Jones in hot pursuit.

Jim Johnson, pre-race favorite

on a Velocette, retired with a bent valve.

Biggest disappointment of the day was the fact Johnny McLaughlin, Duarte, did not com-

pete. In Saturday's lightweight race, Johnny suffered a broken collar bone when he crashed into a tree. Ed Kretz, Jr., Monterey Park, was the winner.

The first 25 trophy winners:

1. Chuck Minert, BSA; 2. Walt Axthelm, BSA; 3. C. H. Wheat, BSA; 4. Bill Postel, TR6; 5. Bob Ewing, TR6; 6. Bud Ekins, TR6; 7. Ray Tanner, H-D; 8. Bill Brokaw, AJS; 9. Gary Sowell, Matchless; 10. E. Rasmussen, BSA; 11. Cal Bottum, Tri; 12. Roger White, AJS; 13. Jerry Schuster, Velo; 14. Sal Collura, AJS; 15. Al Colley, Ariel; 16. Norm Gorgone, BSA; 17. Bob Elmer, Matchless; 18. Ralph Adams, Matchless; 19. Gene Fox, Tri; 20. Dud Moeen, Matchless; 21. Harry Wilson, AJS; 22. Wayne Sumner, BSA; 23. Ricky Collins, BSA; 24. Harry Loftus, BSA; 25. Dalton Holladay, AJS.

Big Thrill Show at Gardena Stadium Sun.

Six independent thrill show acts have been combined into a gigantic "Thrill Tournament" for Gardena Stadium fans Sunday night, May 20, with Harry Woolman of "You Asked for It" TV fame topping the performers. The program starts at 8:30 p.m.

Woolman, who announces the group will soon tour the U. S., Hawaii and Japan, does the covered wagon roll-over stunt that shocked TV audiences from coast to coast. He'll also take part in motorcycle spine-tinglers and precision ramp jumps.



CHUCK "FEETS" MINERT, BSA 500cc Single, flies through the air on his way to victory in the 100-mile classic, the sixth annual Catalina Grand Prix, Sunday, May 6. Minert took 3 hours, 11

minutes, 1 second to finish, led a team of BSA's to a 1-2-3 victory. Rousing action shot of the Huntington Park fireman was caught by Ben W. White.

Rallye Roundup

By Buzz De Bardas

TEMPO IMPORTANT REQUISITE WHEN PLANNING YOUR RALLYE

IN LINE WITH staging your own Rallye, a point that should be given a lot of thought is the TEMPO of the RALLYE. With enough planning, you can come up with a wonderful Rallye; ignore this point, and you may have a stinker.

Consider for a moment the tension at the start. The serious competitor is often nothing but a bundle of nerves, and might kiss the dog good-bye, pat his wife on the head, jump in someone else's car and roar off in the wrong direction.

This, combined with a starting speed of 692 MPH, and you have some real mixed-up unhappy folks. On a recent Rallye, I started as car No. 103, and arrived at the 10-mile odometer check along with a car numbered less than No. 30—the tempo confused him.

START OUT SLOWLY

May I suggest that you start slowly, with nice clean, clear instructions, and a slow speed. Drive the folks crazy later with impossible speeds and directions in Japanese if you must, but start easy.

Other problems that you will have to think about to have a good tempo in your Rallye are the long, winding hills. A Jag will beat an MG going up, whereas the MG can come down faster. (Jag and MG owners, please do not write nasty letters to the editor about my last statement. The editor is a tired old man, and will never stand the strain.) (Editor's Note: Really tired & really old!)

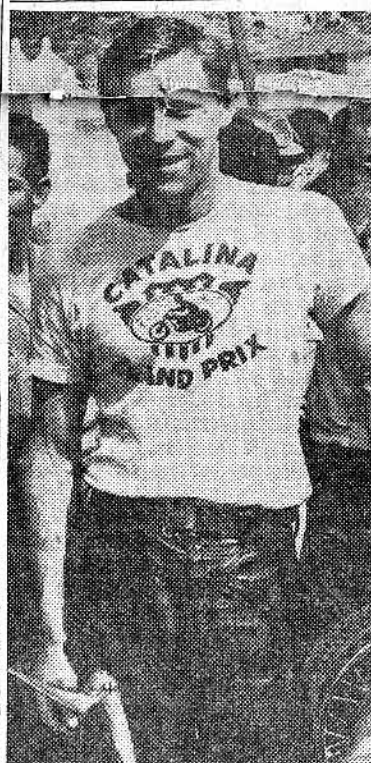
Other problems in finding a good tempo, or selecting the perfect speed, are the Austin-Healeys and Triumph TR2s and

TR3s that might beat everyone going up and down. Then again, what about the little bitty cars that go up slowly and come down sideways? Last, but surely not least, what about the few American cars running with you? You must not ask them to maintain the same speed as a sports car or they might get hurt. Even if they don't, the tempo will be too fast.

IT'S REALLY TOUGH

Coming up with a correct speed is the hardest thing in the world at which to arrive. I have always felt that the answer might be in two different sets of speeds—fast for the big sports cars (anything over 1500cc) and the slower speed for those under 1500cc, and all American cars. I think T-Birds and Corvettes can be considered big cars (Please don't write and say that your 1953 stock MG will take any American type sports car driving down from Big Bear, Arrowhead, or through Little Tujunga Canyon—I know it.)

Really, there is no perfect answer to this problem—but, if you find it, please let me know.



ED KRETZ, JR., son of the famed motorcyclist and current sports car driver, was winner of the 50-miler for small bores at Catalina Island, May 5. Member of Royal Riders Club of Monterey Park, he was astride a 12-inch Triumph.

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Anderson Captures Gardena Jalopy Race

Andy Anderson, Whittier, sped to victory last Sunday in the 30-lap California Jalopy Association feature before 3723 fans at Gardena Stadium.
4-lap helmet dash—Dick Barry, Armond Wahl, Ralph Gambin. 1:04.82.
8-lap heat—Art Atkinson, Fred Thompson, Bob Klegg. 2:16.02.
8-lap heat—Stan McElrath, Tom Monroe, Bob Ross. 2:10.13.
8-lap heat—John Porter, Andy Anderson, Bob Simons. 2:08.88.
8-lap heat—Parnelli Jones, Clyde Mitchell, Armond Wahl. 2:08.54.
8-lap trophy dash—Art Atkinson, Stan McElrath, Parnelli Jones. 2:10.96.
15-lap semi-main—Atkinson, Clyde Smith, Don Johns. No time.
30-lap main event—Anderson, John Porter, Jack Austin. No time.

For The Sports Car Drivers

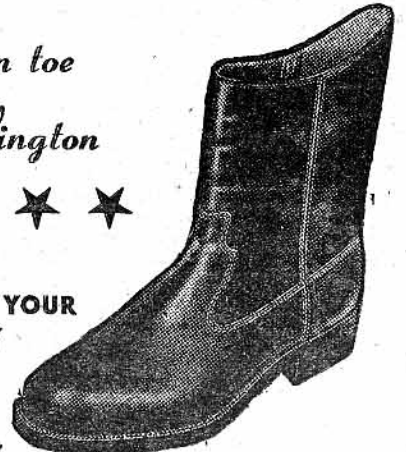
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Dorothy Deen Hosts Triumph Executive at Party



ELAINE BOND, Road & Track Magazine; Dorothy Deen, Cal Sales; John Warren, Standard Triumph Motor Co., the guest of honor; John Bond, Road & Track Magazine.



JIM MOURNING, Sports Car Illustrated; Carol Mourning; Mrs. Stan Roberts (partly hidden); Art Luring, Los Angeles Times; Stan Roberts, Wave Publications; Dorothy Deen, who hosted party.



DICK SHERWIN, West Coast Sports Car Journal; Marv Patchen, Petersen Publications; Norma (Dusty) Brandel, Hollywood Citizen-News; Jim Matthews, Columbia Broadcasting System.



STAN HEDBERG (back to camera), News-Advertiser Group; John Warren; Daniel Boone, Los Angeles Examiner.



PETE MOLSON, Motor Trend Magazine; Alan F. Bethell, Standard-Triumph West Coast Manager; Paul Bernhardt, Cal Sales.

L. A. Has Twice as Many Cars as South America

Of every four automobiles on earth today, three are in the U. S. In metropolitan Los Angeles alone, there are almost twice as many as in the whole of South America. St. Louis car population is twice that of all Japan. New York and Chicago together have as many automobiles as France and Switzerland combined.

Triumph Sales Tops In Calif., Warren Says

"A TREMENDOUS amount of people in their early 40s are now buying the Triumph TR3 sports car as a second family car. You know, they actually feel 20 when they drive the car."

So spoke John Warren, director of export sales for Standard-Triumph Motor Co., Coventry,

England, at a press party hosted last week by Dorothy Deen, executive vice-president of Cal Sales, distributor for the car west of the Mississippi.

The event was held at Miss Deen's home high atop the Hollywood hills.

Warren said Southern California boasts the greatest concentration of TR3 sales of any of the export markets and that Cal Sales had sold more cars than any other distributor.

"The first Triumph sports car was out two years ago, and in 1955 sales were 35 per cent over 1954," he exuded. "And for the first three months of 1956 there has been a 40 per cent increase over a similar period in 1955."

California, he added, is the largest market in the U. S., with New York second, 50 per cent off sales in this state. In Great Britain, more Triumphs were sold than all other sports cars combined in 1954 and 1955.

"Our American affiliate, Standard-Triumph Motor Co. reports that Triumph TR3 sales this year are the highest in history. Making a conservative estimate, it would be that 1956 shows every indication of a 40 per cent increase in sales for Standard-Triumph," he concluded.

Warren, who explained that 122 countries form the export markets for his company's products, which include tractors and other machinery, has departed for New York, thence to England.

Innes Boot Makes Hit With Drivers

Drawing raves from sports car drivers is the specially-reinforced plain toe, half Wellington boot, by Jarman, now available at 11 Innes Shoe Store throughout Southern California—from Gardena to Bakersfield.

And by mentioning MOTO-RACING, sports car fans can open up a 90-day charge account immediately with their first purchase—and no money down.

Drivers claim they find the new boot particularly suitable for driving in rallies and gymkhanas, to say nothing of road races.

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Morgensen Takes Ariz. Race; Bender Seriously Injured

By R. I. Gilbert
Special MOTORACING Correspondent

TUCSON, Ariz., May 6 — No one was even close as Dick Morgensen of Phoenix boomed his Buick-powered Morgensen Special across the finish line to take the 20-lap main event at the second annual Willcox road races, 80 miles east of here. The win made it two out of two for the genial VW dealer, who piloted the same car to an identical victory in the last year's Willcox main. The big special displaces 5200cc of Buick V-8 and now mounts no fewer than six Stromberg carburetors. Dr. Alex Budurin coasted in an easy second overall in his veteran Kurtis, the familiar yellow car's first go with its new T-Bird engine.

Joe Williams, Tucson, took production honors and third overall in his V-8 Corvette, after duelling it out with George Kuper's hot XK-140M.

The novice race for cars under 2000cc provided the best duel. Ken Hardy, El Paso, jumped into a quick lead in his Porsche 1600S and grabbed a wide margin over the field in the first lap. Bob Bender, popular young Tucson architect, driving his first big race, began knifing his way through the traffic, emerged in second spot and set his sights on the white Speedster.

MORGAN MAKES IT

Pushing the red Morgan Plus-4 to its limit and taking the corners on the last edge of traction, Bob slowly closed the gap separating him from the fleet Porsche. With only a six-lap race, his task at first looked impossible. Finally, on the last turn of the last lap, the Morgan was within striking distance. It was Porsche number one going in, and Morgan number one coming out. Bob collected a well deserved checkered flag to the cheers of the 3500 spectators lining the course.

The ladies' race, which looked more like a Sunday drive because of the margin between the cars at the finish, was won handily by Mary Kuper of El Paso in her husband's XK-140M.

Noted Tucson Porsche pilot Tracy Bird returned to his first love, the MG, in the under 1500cc production race. Driving Bill Edel's red MGA, Bird disregarded the tach redline as he chased Charles McCarty's Porsche coupe.

BIRD LOSES BRAKES

Bird rapidly ran out of brakes and was forced to modify his cornering technique slightly. McCarty took the checkered flag for first, with Bird runner-up.

In the over-1500 production race an immediate battle developed between George Kuper, XK-120M, and Joe Williams, in his very fast V-8 Corvette. Kuper, one of the finest Jaguar pilots ever seen in the Southwest, drove a beautiful race, overtaking Williams and going on to win.

Among the smaller cars, Lew Bracker, in a potent Porsche 1600 Super Speedster was leading. Bender in the Morgan was coming up fast and Talmage's Austin Healey Le Mans was lying first in class when the first of two bad accidents occurred. Mark Hannah, Austin-Healey, hit a hay bale on turn one and rolled several times. His safety belt failed before the car came to a stop and Mark was thrown clear, escaping with a broken wrist and minor bruises.

Moments later, Bob Bender in

the Morgan, making a determined bid to catch Hardy's Porsche, went wide to pass and entered the same sweeping turn much too fast. The car went into an uncontrolled slide, struck soft dirt, a hay bale, and flipped over end, landing upside down with Bender pinned underneath. The course doctor was with the injured driver within seconds and the young Tucson driver was rushed to the Willcox hospital with a broken back and serious head injuries.

Bracker was second overall behind Kuper and, first in class.

Shelby Hot

★ ★ ★
Turns 1:44 at Willow in Parravano Cars

Burning up the Willow Springs 2.5-mile desert course in practice last week, Carroll Shelby, of Dallas, recent Pebble Beach victor, turned laps of 1:44 in three Tony Parravano Ferraris—a 4.9, 4.4 and 3-liter.

Bruce Kessler turned 1:47 in the 3-liter machine. Bob Drake, who also was slated to drive, was not on hand.

The popular Shelby, who has not yet definitely signed with Parravano for racing in Europe, probably will drive in the Mexican road race (?), according to Bill Gardner, Parravano aide. He has had offers from Maserati and Connaught.

The slender Texas will drive Richard A. Hall's 3-liter Ferrari (the Pebble victor) at Cumberland. If John von Neumann's 3.5 Ferrari, the one Fangio won with at Sebring and which Phil Hill drove at Pebble, is up to snuff at Bakersfield this weekend, Shelby may drive it at the SCCA Forth Worth races June 1-3.

Parravano, who got the boot from the Cal Club, leaves next week for Europe.

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Handa Overdrive for Anglia/Prefect PRICED TO SELL

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Challenge of the Century:

Need for Modern Motor Speedways

By Hoosier H. Hiram

PART II, THE CHALLENGE: IS AUTO RACING A PSEUDO SPORT?

(Second article of a series)

WE FIND little similarity of purpose or performance today in Auto Racing to favorably attract public attention and approval in comparison with the noble far-reaching discoveries, efforts and examples of the Auto Racing pioneers.

We are still bungling along behind the "bang-tails" on dirt tracks found unfit and unsafe a half century ago and which are the death traps taking the lives, in just this past season, of such fine fellows as Larry Crockett, Mike Nazaruk, Jerry Hoyt and Jack McGrath.

This similarity is hardly a comfortable comparison when this quartet of hurrying lads might have lived to contribute other milestones to our rapid transit commerce and comfort, had they been on tracks designed for their cars, affording the greatest possible performance and space to race, instead of being handicapped on makeshift unfit circuits.

The fastest speed must be accompanied with the safest driving to reach the winner's circle at the end of victory lane. Speed of itself does not kill, smooth-sounding slogans notwithstanding. Anything or any lack that contributes to congestion, thereby handicapping the fullest expression of speed with safety or gets in the way is the cause of collision that causes concussion, which is the cause of death.

MOTOR SPEEDWAYS NEEDED

The conclusion to be drawn from these findings is that Auto Racing needs motor speedways even as we need exclusive ways for our autos to afford the greatest opportunity to reach our respective goals safely in the most rapid pace possible.

Small, dirt track and makeshift areas do not afford such for Auto Racing and old horse and buggy roads and byways with a little seal-coat oil added, can by no stretch of the imagination be classed as autoways. The application of liability insurance coverage for makeshift promotions on unfit areas today, would hardly relieve the management from legal responsibility of the contributing congestion at those events that cannot be classed as Auto Races

because they handicap both machine and driver, and do not afford either by design, surface nor space, the opportunity for an auto to race.

A WELCOME CHANGE

Auto racing is changing officials now. Will this officially divert promotion from the devotion to dirt track and their resulting disasters?

Sanctioning events on motor speedways designed for motor racing competition would be a welcome change toward proving and improving construction, contour and control factors for more motor racing safety. Our forefathers' "haste makes waste" urge to use the bicycle and horse roads for their early horseless conveyances, has proven too costly in time, property and lives lost, for us to follow the "bang-tail" circuit any longer.

Auto Racing once turned the lock of Pandora's box, opening up a whole new way of life that brought about motor car mass production. Now, with the ever-mounting mass manslaughter from motor racing being blamed on rapid transit and "Speed Kills," like the contents of the Beauty's Box of Human Ills—We must again unlock the box to let out Hope, just as Pandora in the fairy tale dope.

URGENT IMPROVEMENTS

Our hope today is for a speedy realization, even though belated, of our need for better ways for the auto to still further benefit our way of life. Auto Racing can and should take the lead in setting the pace for these very urgent improvements.

America needs better autoways. Auto Racing needs American public approval and attendance. This leap year is an opportune time for racing to leap the 50-year span lost to motor racing man, and again take the lead in the field of automotive

advancement by a turn of the wheel to steer a new course toward development of racing to prove the best autoways design for speeding motor transit with more safety.

Changing the pseudo safety slogan "Speed Kills" to sane, sound recognition of the facts—that speed is relative, a rate of motion—is worthy of racing's earnest consideration and warranting the fraternity's undivided attention to prove the points to be discussed in the next installment.

(To be continued)

MOTORING

fo(u)r
FUN

By John Foster

National President, FCCA

AND JUST what IS a Rally?

So many times has this question been asked of the officers and members of this club that I think a word of explanation in this column is due. Bear with me, you rally hounds and see if you agree with my definition.



JOHN FOSTER

A Rally is a timed motoring trip over a prescribed route, is my version — although I love Webster's, and I quote: "Rally: To collect troops in confusion . . . horseplay as in a pantomime. . . ."

Webster could easily be more correct. But to enlarge on my definition, a rally is NOT a race, even against time. The purpose of a rally is to take you over, for the most part, scenic, untravelled, lesser known by-ways while challenging the driver and navigator to travel at a CONTROLLED AVERAGE speed. Thereby lies the rub.

What speed must you drive at, allowing for all contingencies, in order to maintain an average speed of 27.4 mph between Latigo Canyon and the next check point? That's the other rub! The check points are usually secret and it's impossible to travel at your own desired speed and then wait for the correct time to catch up with you, before checking into the control point.

CONTROL POINT SECRET

One never knows where the control point is! And so constant navigation, using time and distance travelled, against prescribed speed, is the job of the navigator. Adherence to route and speed instructions from the navigator, is the job of the driver. Perfect co-ordination between the two is necessary if errors are to be at a constant minimum throughout the trip.

Whether you're keen on the navigational side of a rally, or just the pleasant traffic free run, a rally is safe, controlled motoring, and come to think of it, can best be summed up by quoting the principles of the FCCA,

SCCA Calls Off Watkins Glen Race

National headquarters of the Sports Car Club of America has announced it will not sanction any races this year at Watkins Glen. Differences over safety and other requirements sought by the SCCA from operators of the course were cited.

ED KRETZ, JR. WINS

Ed Kretz, Jr., Monterey Park, won the Northwestern motorcycle race championship at Great Falls, Mont., last Sunday.

Automotive Tech Talk:

The Rear-Engined Car

By Roger Barlow

RENAULT ENGINEERS had been working on a small rear-engine during the Occupation and soon came out with a superbly engineered car. Despite having a water-cooled straight 4 engine, it had less oversteer than the VW with its light air-cooled engine. Perhaps the shorter wheelbase of the Renault gave it better road-holding—it is worth noting that when Porsche announced his own superb sports car, it also had a wheel base considerably shorter than that of the VW.

When Cisitalia was considering entering Grand Prix racing, they commissioned Porsche and his talented son to design a 1½-litre rear-engined job for them. This design was actually built, but testing was not completed when financial difficulties brought an end to this enterprising post-war effort.

U.S. EXPERIMENTS

There can be no doubt that several large American automobile companies also built experimental rear-engined cars after the war but failed to put them into production for various reasons.

Just recently FIAT discontinued its famed 500 model and brought out its successor, the type 600 with engine in the rear—also, like

Renault, a water-cooled straight 4 unit and, like Renault, they seem to have reduced the oversteer to a remarkable degree. I have not driven this car but test reports from England are full of high praise for its cornering.

TOP CORNERING

Recent developments in the Porsche works also show remarkable advances in this direction with the normal types. Of course the center-engined 550 (like the Cooper-Climax sports car) has a balance which gives tremendously superior over the earlier types.

This rather lengthy, but I hope interesting, look at the history of the rear-engined motor car certainly leads to the conclusion that, despite Detroit's concentration on the conventional, there is virtually world wide interest in this type.

HEAVY PRODUCTION

The leading manufacturers of Italy, Germany and France have a high volume rear-engined car in production, and one of England's most successful sports car is of this type.

Let us now consider the more technical aspects of this design—what are its advantages and what disadvantages seem to be inherent?

(To be continued)

FORMULA III RACING

By Mike Siakooles

SEVERAL COMMITTEES of the 500cc Club worked hard to make the necessary arrangements for the Open House held last Sunday. In addition to a

score or more of different type machines, there also were displayed some of the engines which can be used in your own car, including the JAP, the Manx Norton, D O Norton and Triumph. Visitors at Warren Olson's Sports Car Service saw many of the action shots taken at 500cc races. Literature on the various aspects of racing, club activities and construction tips was made available.

A small group of 500cc cars were invited to put on a short exhibition race at the American Motorcycle Association Championship races held at Willow Springs recently. This was a repeat invitation of a previous AMA event held at Willow Springs two years ago.

MAHON SHOWS FILMS

At the last regular club meet-

"Safe courteous, economical driving for pleasure and sport."

If you have a car (and a navigator) you love to handle, don't miss this great sport. Apart from really learning how to DRIVE a car you'll soon agree with all other rallyists that we have some of the loveliest and most exciting countryside in the world right around us, and the people you'll meet are the greatest.

24-HOUR RALLY

Speaking of swell people and great rallies, probably the West's biggest and certainly the longest rally is the Lockheed Sports Car Club's 24-hour Rally scheduled for 8 p.m., Friday, May 25. This great annual rally has already attracted well over 100 of the keenest rally crews in the southwest. The 24-hour Rally is open to everyone, is Council sanctioned and a championship event. We are proud to report over 35 entries from FCCA, including some of our better rally teams. We even expect entries from our distant Phoenix chapter. Give Frank Wertenbruch a jingle at POplar 2-7533—you may still be able to make this classic event.



MIKE SIAKOOLES

Getting back to building a Formula III car—after picking the engine and gear box, I would say the front end is next in importance. The Fiat "Mouse" offers the easiest way out for an I.F.S. with only spring and shock changes needed. The steering gear is very positive and was used in the early Coopers. The 4CV Renault has a very light I.F.S., but also has the more desirable rack and pinion steering and better brakes.

NOT ENOUGH BRAKES

An Austin seven solid axle is another unit that can be used, but lacks sufficient brakes. This axle can be split to form swing axles and is used on the Lotus racing cars. Some of the other front ends that can be used and deserve mention are the V. W., Willys, Ford Anglia, Ford Zephyr and Consul. From this point on, you're on your own.

I would like to correct a small but important typographical error which appeared in my last article pertaining to the 750cc engines allowed by the 500cc club formula. It should have read, "the combustion chambers and valve locations CANNOT BE ALTERED."

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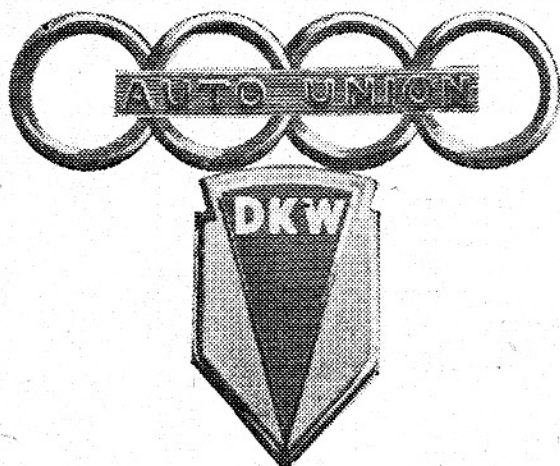
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